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February 6, 2020

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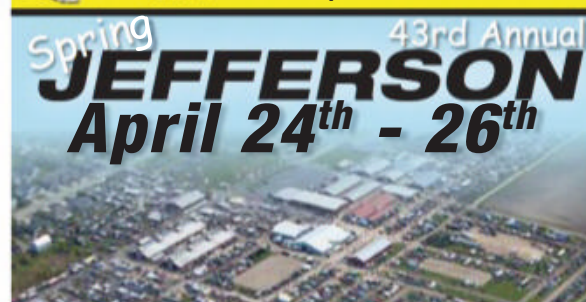
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WING AND A PRAYER

Veteran still owns the 1966 T-Bird he bought new

**Big Mecum
Kansas City
Auction
wrapup**
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Hollywood cars — enigmas on the block?

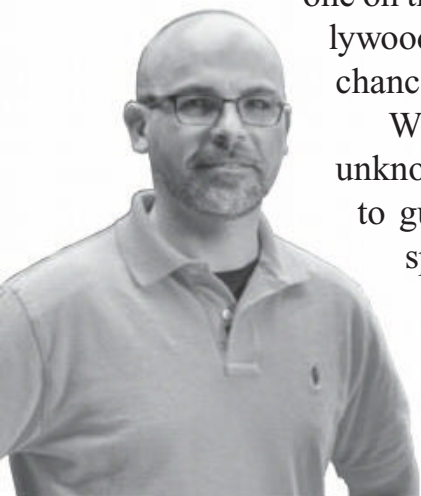
It's done. It's finally done. From obscurity to notoriety, the original "Bullitt" Mustang has completed the first leg of its reprisal in the spotlight. That leg began again at the 2018 North American International Auto Show and ended at Mecum Auctions' 2020 Kissimmee auction block, where it sold for \$3.4 million. This journey was well documented and the car marketed so well, few people realized another vehicle of cinematic importance was right behind its bumper.

Selling just six lots after the "Bullitt" Mustang at the very same sale was "Christine," the famous red 1958 Plymouth Fury from the 1983 John Carpenter film based on the Stephen King novel. The movie "Christine" came out 15 years after "Bullitt," and to a kid like me, who was born in 1976, the red Fury became famous first. Remember, there was no internet, so catching a movie that was several years old, and then realizing its importance, was left to the roulette of TV schedules and video stores renting VHS and Beta tapes by the day.

Despite its fame, "Christine" didn't catch nearly the hype before the 2020 Kissimmee auction as the "Bullitt Mustang." It wasn't until days before the Kissimmee auction that I realized that the most famous surviving Plymouth of 25 built for filming of "Christine" was even on offer. There were many reasons why the Plymouth went largely overlooked at the auction — mainly the fact that the "Bullitt" had been hidden so long that it only recently came out of hiding, that it was piloted by Steve McQueen and that it set the standard for film chase scenes. I thought the "Christine" Plymouth deserved significant attention in the hobby before it crossed the block — certainly more than it received — and it seemed to attract almost none. Perhaps that's why it didn't sell at Kissimmee; it was bid to \$275,000 against a \$400,000-\$500,000 estimate. This figure was more than this same car fetched the last time it sold, which was at the 2015 Scottsdale, Ariz., Barrett-Jackson sale. There, "Christine" sold at no reserve for \$198,000 with the buyer's commission.

Chalk it up to my age or to my exposure to the film "Christine" before "Bullitt," but I figured that red Plymouth was as famous and worth nearly as much as that green Mustang. Maybe the story sold the "Bullitt" Mustang" at a higher price. Maybe the sinister nature of the "Christine" movie car scared away some bidders. Maybe the reserve on "Christine" and the lack of one on the "Bullitt Mustang" made a difference. Maybe the Hollywood factor is simply an enigma with no rhyme or reason or chance of understanding it.

When it comes down to it, the auction action and all of its unknowns are also what make it so exciting to watch — and to guess what our favorite cars will fetch when under the spotlight.



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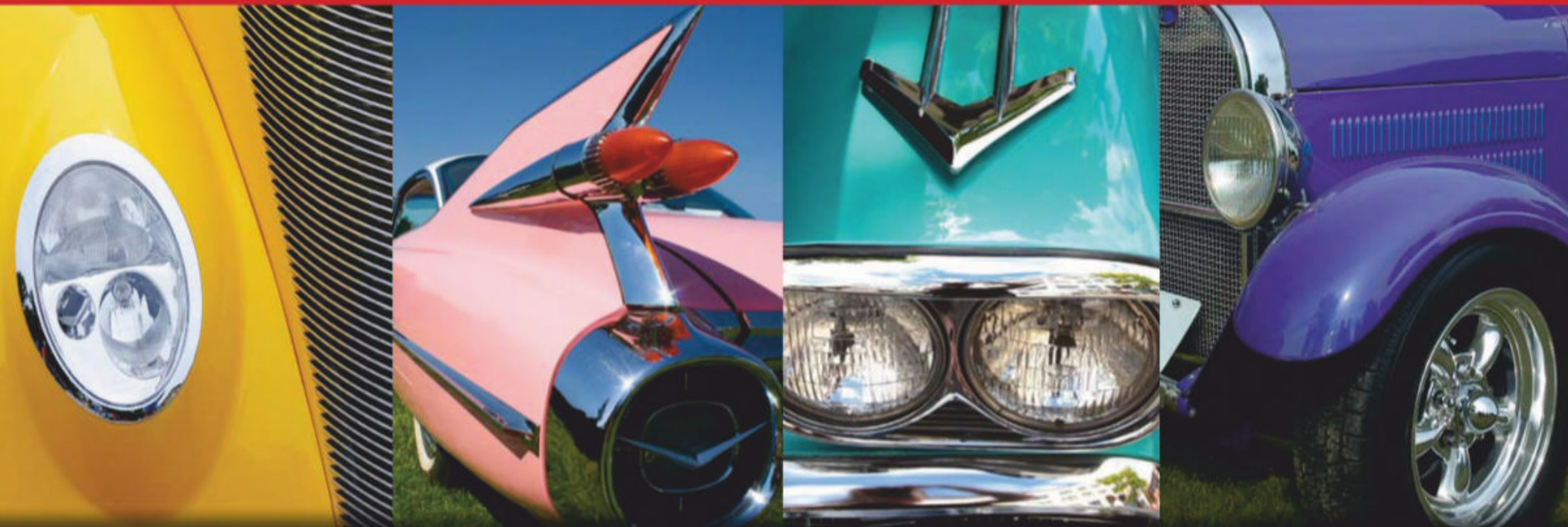
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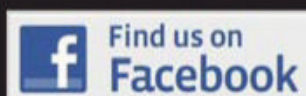
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Sound Your Horn



Panel fit wasn't perfect from new

The Jan. 9 issue of *Old Cars* had an article by John Gunnell with some recommendations for folks looking to buy a collector car. His panel fit recommendation runs counter to my experience. Mr. Gunnell states that gaps around doors, hoods and trunks should be uniform, and that unmolested vehicles will have even openings. He goes on to state that poor fit means poor repair. That simply is not born out by my experience.

I went to body-and-fender trade school in the mid '60s and worked slinging putty and spraying the pigmented adhesive called "paint" for years following. My experience is you'll not find a vehicle made on an assembly line that has perfect gaps. Obviously, I've not seen every car ever built, but I've seen a lot and never have I found a vehicle from the factory with perfect gaps. My wife and I currently own a 1938, 1953, 2003, 2007 and 2013, none of which have perfect gaps. In fact, the '38, named "Sweety" and featured in *Old Cars* a few years back, has horrible gaps and it came from the factory that way. The '53 is a bit better as are each of the vehicles as they get newer and as production methods improve, but none are close to perfect. I would recommend just the opposite on panel gaps: If the gaps are perfect, the vehicle is not unmolested but has been worked on. The fact that it's been worked on doesn't make it a better or worse car by itself. That would depend on the quality of the work and materials.

Saying that gaps must be uniform or the car has been poorly repaired is simply incorrect. If one does happen to run across an unmolested assembly line vehicle with perfect gaps, congratulations, you just found a unicorn.

Richard Thomas, Arkansas City, Kan.

Most shows are positive experiences

I feel sorry for Mr. Runt and his tragic car show experience that he shared in the Jan. 2 "Sound Your Horn." The 19-year-old who jumped in a participant's car could have been arrested, if the owner had pursued it.

I have been part of the car show experience since 2008. We have a show every Saturday evening in a local shopping center from April through September. On a night with good weather, there are 400 or more vehicles present. We very, very rarely have any mischief or bad experiences. I applaud everyone at this show for keeping the atmosphere enjoyable for car owners and visitors alike. This show is very well attended, and between the old vehicles and the visitor's cars, there are very few parking places left over.

About my only complaint, and it is a minor one, is the occasional car owner who insists on parking one car in two spaces while another driver is looking for a place to park. We do have a security person that walks through the aisles weekly. He is paid, and his payment comes via the weekly 50/50 raffle. Also, there is a police presence, albeit a very light one. Patrol cars very occasionally drive down the aisles, and I've never seen them enforce any parking lot laws.

Mike Herold, North Huntingdon, Pa.

Department of Corrections

The auction report for the Mecum Auctions sale in Chicago published in the Dec. 12 issue of *Old Cars* incorrectly states that the 1936 Cord on page 25 was equipped with a 289-cid V-8 with a three-speed transmission. It should state the Cord was equipped with a 288-cid V-8 and a four-speed transmission (with pre-select shift). The *Old Cars* staff apologizes for the error.

Reader Wheels



Rheal Larose, of Ottawa, Canada, is the lucky owner of this dandy 1942 Buick Century four-door sedan. 1942 was the last year of production for the first-generation Century, and the model did not return again until 1954. Under that enormous hood is an overhead-valve eight-cylinder engine displacing 320.2 cubic inches and producing 165 hp.



New Hoard Discovered!

Full Bags of Eisenhower Bicentennial Dollars

In 1975 and 1976, the United States Mint released special Bicentennial Eisenhower Dollars to mark the 200th birthday of our nation. Upon their release in 1975, a family purchased five full bags—5,000 coins in all—and simply stashed them away... until now!

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Normally, the short-lived Eisenhower Dollar displayed a stylized version of the Apollo 11 mission patch on its reverse. But for the nation's 200th birthday, a new one-time-only design was created, showing the Liberty Bell before an image of the Moon. This temporary design and dual dates of 1776 and 1976 make it a coveted piece that belongs in every U.S. coin collection.

Fresh Out of the Bag!

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A Dual-Dated Mystery

Curiously, each of the U.S. Mint bags of Eisenhower Dollars are dated 1975. But how can that be, if the coins are dated 1976? To get a jump on the celebration, the mint struck special anniversary U.S. Dollars in both 1975 and 1976. That means that for nearly all Bicentennial Ike collectors, it's nearly impossible to tell when their coins were struck. But not with these. Thanks to the date on the bag, we can confirm that these Type II Bicentennial Ike Dollars were struck in 1975!

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Hammer falls at \$3.4m for famed 'Bullitt'

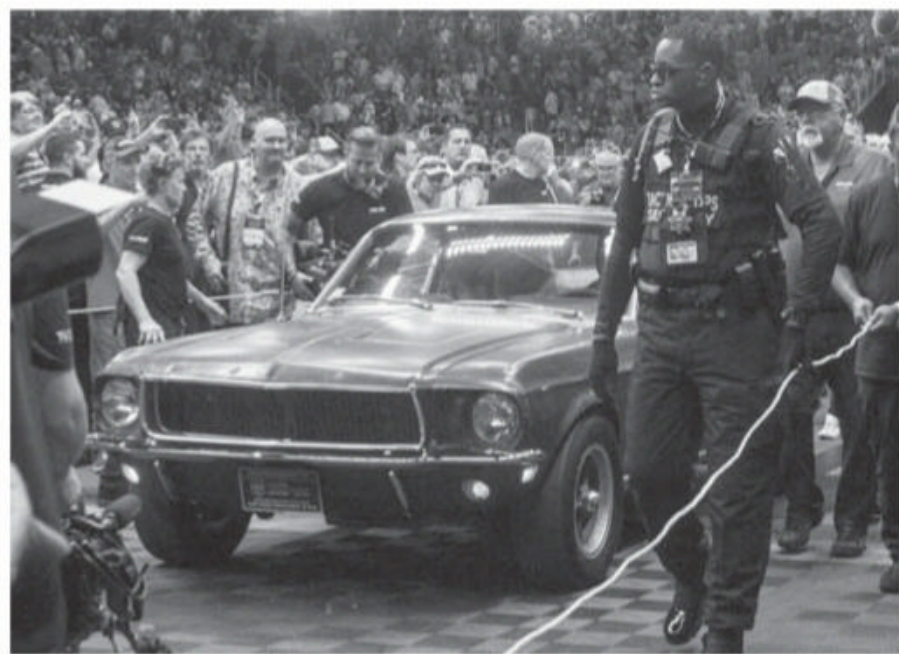
By Brad Bowling; photos by Heather Bowling & author

KISSIMMEE, Fla. — Twenty-five thousand people were on their feet cheering when Sean Kiernan ceased being the owner of the only surviving 1968 Mustang fastback from Steve McQueen's movie "Bullitt." As the gavel met the sounding board Jan. 10, Mecum Auctions' Matt Moravec announced that lot F150 was "Sold for \$3.4 million!" and the Tennessee family suddenly had a very comfortable nest egg.

That hammer clap also marked the end of a 30-year-long journey that Kiernan and I — through a weird chain of coincidences and pure luck — had been on together. He was just 10 years old in 1989 when his father, Robert, told him the Kiernans had an old Mustang sitting in a garage in New Jersey. It had been in a famous movie chase scene, but had not been driven since 1980. Less than a week later, Robert called me at my *Mustang* magazine staff job in California to talk about the car. I told him that the two Mustangs used in "Bullitt" were legends that would be worth a lot of money if he wanted to sell it. He said he had no intention of selling his, which he had bought from the second owner in 1974, and he did not want anyone calling for interviews. He agreed to let me write about his car and provide documentation, as long as I promised not to divulge his name or contact information. I agreed and eventually wrote more than a dozen features for magazines with Robert's cooperation.

Robert and I talked a handful of times over the next 15 years or so, and I kept investigating the surviving car's history, all the while maintaining the owner's anonymity. Robert and I lost touch when he retired — he had only ever given me his work number — and then I heard through the grapevine that he had passed away in 2014. I could have tracked down his home phone and contacted his family there, but I respected the boundary we had established.

Leading up to the movie's 50th anniversary in 2018, I started quizzing my sources in the Ford and Mustang communities to see if there were any rumors about Robert's car being shared with the public. I won't snitch on who told me what, but an old friend confirmed my suspicions, and I received an invitation to view the "Bullitt Mustang" and meet Sean in Ford Motor Co.'s (for real) top-secret Product Development Center (PDC) several feet below Detroit. It was in the PDC that I was allowed to view "559" — so named for the final digits in its VIN — for the first time, 28 years after I learned of its existence. Ford would be introducing its 2019 special edition Bullitt Mustang



Brad and Heather Bowling photo

The 'Bullitt' Mustang got the star treatment amid heavy security on its way to selling for \$3.4 million (\$3.74 million with fees) at Mecum Kissimmee.

tribute model at the North American International Auto Show a few days later, and absolutely no one in the industry knew that 559 would accompany it. There was not so much as a peep about it online. The collector car world had been looking for the Kiernans' green fastback for 50 years, and unveiling it was going to be like tossing a porkchop into a pool of sharks. When I met Sean during that trip to Ford's bunker, I could tell he had no idea how much enthusiasm was headed his way. I also knew he and his family could handle it.

For the next two years, the Kiernans toured the United States and several other countries with 559, participating in all manner of shows, exhibitions, parades and interviews. In nothing flat, Sean's status changed from private citizen with a good job as a paint sales manager to globetrotting celebrity. Sean and the family took it in stride, never turning away a fan of the car who asked to take a photo or an autograph. When he answered a question, you could never tell that it was probably the 1000th time it had been asked.

During the second year of touring, the reality of owning, protecting, insuring and showing the world's most desirable movie prop was taking its toll. It was a full-time job that required too much time away from home, and Sean's wife, Samantha, was expecting the couple's first child. After much consideration, the Kiernans signed a deal with Mecum Auctions to handle 559's sale at the company's 2020 season opener in Kissimmee, where it would be the centerpiece of the 11-day

The Scoop

mega-event. Two thousand square feet of display space was devoted to 559 from Jan. 2 until its sale on Friday, Jan. 10, complete with a huge video screen telling its story and a protective glass case.

Sean spent his final days as owner of the fastback talking to thousands of “Bullitt” enthusiasts, many of whom were attending the auction from other countries. The buzz around the car was constant, and observers could be overheard telling each other their predictions for how much the iconic Mustang would bring when it crossed the block. Everyone seemed certain it would surpass the sales record for a Ford Mustang of \$2.2 million that Mecum hit at Kissimmee 2019 for a 1967 Shelby Super Snake — a one-off vehicle created to test a new Goodyear tire.

At 1:30 on Friday, Sean fired up his Mustang’s 390-cid V-8 inside the car’s display case. A phalanx of Mecum employees, armed guards, and hundreds of spectators accompanied the growling, rumbling Mustang to its special pre-stage area. Neither Sean nor his sister, Kelly Cotton, who occupied the passenger seat during the last ride in their father’s car, exited the Mustang during the 45-minute wait.

Shortly after 2:30, Sean parked 559 in front of the capacity crowd. The mob on the floor was so thick that the car could barely be seen by the audience. It only took 7 minutes, 7 seconds before the three competing bidders were narrowed to just one. At \$3.4 million, plus another 10 percent for the buyer’s premium, Steve McQueen’s old car has set a record Mustang price that may never be broken.

I would like to thank the Kiernan family, especially Robert and Sean, for trusting me to share their car with the public for the past three decades. It was the kind of story every young writer hopes to stumble across, and I’ve enjoyed it tremendously. To read the complete, 10,000-word account of my history with the “Bullitt” Mustang, visit www.BradBowling.com.

Brad Bowling is editor of Vintage Truck magazine and a former editor of Old Cars. He’s also written numerous Mustang books.

OC

Atlantic City gears up for annual auction and car show

ATLANTIC CITY, N.J. — As it has every year since 1973, The Atlantic City Auction & Car Show will become a focal point of the collector car world in the Northeast during the big annual car party Feb. 7-9 at the 500,000-sq ft. Atlantic City Convention Center.

GPK Auctions will conduct the auction portion of the event, with bidding beginning at 11:30 a.m. Friday, 11 a.m. Saturday, and noon Sunday. More than 400 collector vehicles are expected to be up for bids. For shoppers who prefer a traditional buying experience, the huge Car Corral will return with all makes and models for sale, as will the flea market with vendors from all over the country. Attendees can find deals on everything from car parts and tools to memorabilia and apparel.

GPK Auctions and Bergen County Cars & Caffe will host the Atlantic City Invitational Car Show, featuring a diverse display of high-caliber vehicles that were once considered automotive counter-culture and have now become mainstream. The all-new Deuce’s Wild Competition Car Show will feature 40 one-of-a-kind custom show vehicles presented in beautiful 20x20 displays. Tickets for the Auction and Car Show also include entrance into the Joker’s Wild event at 11 a.m. all three days



Weathered Wheels

Tim Stengel, of Milbank, S.D., has sent us some very cool “Weathered Wheels” machines lately, including this 1968 Pontiac GTO. “A 30-year lawn ornament!” Stengel jokes. “Complete with factory air, automatic and 400 motor. [It was] retrieved from the sod in northeast South Dakota this past summer to be restored. Its new home is in central Minnesota.”



If you have a cool photo to share, email oldcars@aaimedia.com or send us a note to *Old Cars* at 5225 Joerns Dr. Suite 2, Stevens Point, WI 54481.

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at the Showboat Hotel. The Convention Center will be open from 9 a.m. to 7 p.m. Friday and Saturday and 9 a.m. to 5 p.m. Sunday.

For information, visit www.GPKAuctions.net, email info@gpkauctions.com, or call 856-573-6969.

ACD Museum gets landmark Duesenberg

AUBURN, Ind. — 2020 marks the 100th anniversary of the Duesenberg Automobile and Motor Co., Inc. The Auburn Cord Duesenberg Automobile Museum is celebrating with the gift of the first customer-purchased production passenger vehicle built by the Duesenberg brothers, which has been in the same family for 100 years.

Donated by CyrAnn and James C. Castle, Jr., of California, the 1921 Duesenberg Model A coupe features a body built by the Bender Body Co. of Cleveland, Ohio. The unique body was designed and built to the order of the car's original owner, Samuel Northrup Castle, and accommodates space for his 7-foot-tall frame. Castle was from a family of Hawaiian missionaries and was a founder of Castle & Cooke Co., a Hawaiian sugar cooperative, when he ordered the car and received it in 1921 due to delayed production. It was the first production Model A to be built after the prototypes were completed and tested and the first one to be sold to the public.

The Castle Duesenberg would remain in his possession until his death in 1959, when ownership was transferred to his nephew, James Christian Castle. The car was transported to San Francisco and placed in storage. In 1994, ownership was transferred to James C. Castle, Jr., and his wife CyrAnn. The 1921 Duesenberg Model A coupe has remained in the Castle



family ever since.

This Duesenberg Model A was the first American passenger vehicle to be equipped with four-wheel hydraulic brakes and an overhead-cam inline straight-eight engine producing a top speed faster than 100 mph. In 2010, the Castles commissioned a 10,000-hour, three-year restoration to bring the vehicle back to its original appearance and specifications. In 2013, the Castle Duesenberg won the Classic Car Club of America Trophy at the Pebble Beach Concours d'Elegance, Best of Show at the Niello Concours at Serrano and the Automotive Heritage Award at the Amelia Island Concours d'Elegance.

The 1921 Duesenberg Model A will be on permanent display at the Auburn Cord Duesenberg Automobile Museum and available for public view after it makes its new ownership debut on Feb. 9 at the Boca Raton Concours d'Elegance. **OC**



Reader Photo



Gene Preson shares these photos "from the old days on our farm and my uncles here in Rochester, N.Y. They show versions of modified farm trucks with wooden bodies for hauling melons from the fields. I have no idea what make they are. The photos are dated 1936. [We used trucks] to haul produce to the public market and deliver to stores and roadside stands. The young lady shown is my mother when she was in her early 20s."

The truck at left is a Ford Model T, but if you can identify the truck above, email oldcars@aimgmedia.com.



ACD magazine provides interesting Cord history lesson

You could say “Not all Cords were created equal.” This is the first thought that popped to mind when enjoying the enlightening article about Dallas Winslow, thanks to Allan McCrary, chief judge for the Auburn Cord Duesenberg Club. The most recent installment on the subject appeared in issue No. 4, 2019, of the national club’s *Newsletter* magazine (editor: Shannon Olson).

Said Allan, “The idea for the article began when a ‘Dallas Winslow interior’ was found in an 812 (Cord) Phaeton that I am caretaker of. Ralph Butler, originally hired by Auburn Buggy in 1907, installed the interiors when new, then stayed on to work for Dallas. Ralph was the one who would have been responsible for the work on our car.”

Interestingly, Ralph’s family stayed in the environs of Auburn, Ind., since those early years and was recognized for that achievement. Family members added the final facts needed for the conclusion about the interior. Winslow interiors were made to customer order. Some were done in leather, others in early vinyl in more modern style. Details have surfaced right down to the type of screws used beyond the type for production versions. Insights into the work also appeared in two issues of national car magazines during 1954 and ’55.



The old Auburn factory had been converted to a restoration and repair site in later years. Even roto-tillers were sold in a portion of the 70,000-sq.-ft. factory area. Due to demand for restoration of Classic cars, that portion of business was accentuated.

There were four main technicians who covered the fields of engines, transmissions, body and paint, plus interiors. Their work experience amounted to 144 years.

Allan added that the operation cornered business in a unique manner by obtaining “registration records from state DMV branches, and the owner of every Auburn or Cord found would receive a postcard

heralding the famous phrase, ‘Bring your car back to the factory for parts and service!’” He noted how this was a successful marketing tool for “colorful characters” in the early years of the booming collector car field.

All this leads us to wonder if other clubs are pursuing historical information on the upkeep and restoration of their favorite brands of cars by entrepreneurs who took over original car factories plus parts and key personnel.

Auburn Cord Duesenberg Club
121 Zona Drive
Auburn, IN 46706
www.acdclub.org

OC

VINTAGE AD OF THE WEEK

By M.J. Frumkin

Budweiser, self-proclaimed as “The King of All Bottled Beers,” placed a newspaper advertisement in August 1909 depicting two gentlemen toasting each other with their glasses filled with that tasty brew from St. Louis.

But it’s the drawing of a rampaging race car with driver and riding mechanic aboard that captures one’s attention. The theme of this Budweiser ad was a salute to the American automobilist, that stout-hearted man who “awakens respect and admiration” around the world. The two toasting gents also illustrated that “no matter if touring our own glorious country — or the countries across the seas” — the early auto pioneers exemplified “a type of manhood all of us are proud to acclaim — ‘A countryman of mine.’”

It seems that Budweiser was one of the first national brands to elevate early racing car drivers and crews to true sportsmen status. And interesting enough, this ad ran just months before New York became the first state to pass a law specifically prohibiting the operation of a motor vehicle while under the influence of alcohol. Remember, then as now, “You booze, you cruise, you lose.”



OC



Q. On the headlamps question by Don Alexander (Oct. 24, 2019), I don't know anything about passing lamps, but I think it's funny that some old cars have headlamps that move with the steering so you can see better when you turn. Some cars today have turn signals in the headlamp so they shut the headlamp off so you can see the turn signal. I guess if you have your turn signal on you know where you're going so you don't need to see.

— Arnold Maunu, Bailey, Colo.

A. I think you're referring to Pilot Ray driving lamps, seen on many big Full Classics from the 1930s. They have a linkage from the tie rod to the pivoted lights. Guess what? Technology has brought them back in a new way. My 2012 BMW has what are called "adaptive headlights," one component of which actually steers the "projectors" in concert with the angle of the front wheels at low speeds. The mechanism, not surprisingly, is electronically controlled.

As for turning a headlamp off while the turn signal is on, it concerns day-time running lamps. Particularly where the turn signal is within the headlamp assembly, the turn signal can be hard for oncoming drivers to see in daylight. There's a whole part of Federal Motor Vehicle Safety Standard 108 that deals with it, and also has regulations for cases where the two types of lights are not together. If there's interest, I can go into it further.

Q. In the Oct. 24, 2019, issue, Dick Black was curious about the headlamps on his Dad's custom Crosley (p. 18). They look very much like the Guide units used on many 1940s-vintage trucks and also a common replacement upgrade for many older, pre-sealed-beam cars. The mounting

bolt is opposite the parking light. They have just been tipped over on their side to mount to the body. They were usually mounted with the parking lamp on the top. Our 1930 Ford Tudor, "Chloe," was equipped with them in 1961 when we purchased her at a used car lot. She is still wearing them.

I wrote you in early 2018 about my '57 Ford NAPCO "fire truck." You published my letter in your Apr. 12 column. I have since found out it was apparently purchased by Matanuska Electric Association and used as an off-road service rig. I found very faded "MEA" decals under the paint, snow machine decals and racing decals. MEA is the electric utility north of Anchorage.

— Bill Parker, Funny River, Ala.

A. Yes, those Crosley headlamps do look like generic units that were common in the 1940s. Glad to hear you've unearthed the history of your unusual NAPCO Ford truck. You've given new meaning to the term "automotive archeology." It's amazing what one can discover by digging beneath the skin.

Q. I have a question I've asked of people, and never got a satisfactory answer. I was born in 1935, and grew up with many brands of cars around in the Midwest, but the mix was preponderantly Chevy and Ford. It was many years later in California that I heard the Chevy emblem referred to as "bowtie." It never looked like a bowtie to me. As a matter of fact, I don't remember noticing that Ford symbols were often in a blue oval, and never heard that term used back in those days either. How did that come about?

Now a technical question: For years I keep hearing how torsion bars provide a better ride. I question that, as a coil spring is also a torsion bar. It seems to

me that the difference in ride has to be how much "torsion" is built into the product, not the shape of the product. The only advantage that is apparent is that a torsion bar can be installed in such a way that adjustment of tension, and thus torsion, could be accomplished. At least one could adjust for wear. I had to change out front coils years ago, as they were sagging, and I had noticed that on other high mileage cars. Is there some other explanation that escapes me?

— "Pat" Jacobs, Redmond, Wash.

A. I'm not quite a decade younger than you, but I don't remember talking about "bowtie" or "blue oval" in my youth, either. The blue oval was not badged on the cars then, although the term was reportedly used in print as early as 1907. We all knew what "MoPar" meant, though. That said, after I repeatedly came across the word "fratzog," I had to ask Google what it meant. Any readers have opinions on our evolving automotive lexicon?

To your second question, torsion bars do not necessarily provide a "better ride." Like coil (or leaf) springs, they can be designed with many spring rates and other characteristics. In addition to the adjustment feature you mention, they also have a different "form factor," being more compact, yet longer. This may have an advantage in structurally or esthetically designing the rest of the car. As for longevity, I, too, had to put four new coils in a 1970 Chevy, which had spent most of its 100,000-plus miles with only the driver aboard and sagged profoundly to the left.

To submit questions to this column: E-mail oldcars@aimmedia.com or mail to: Q&A, Old Cars, 5225 Joerns Drive, Suite 2, Stevens Point, WI 54481.

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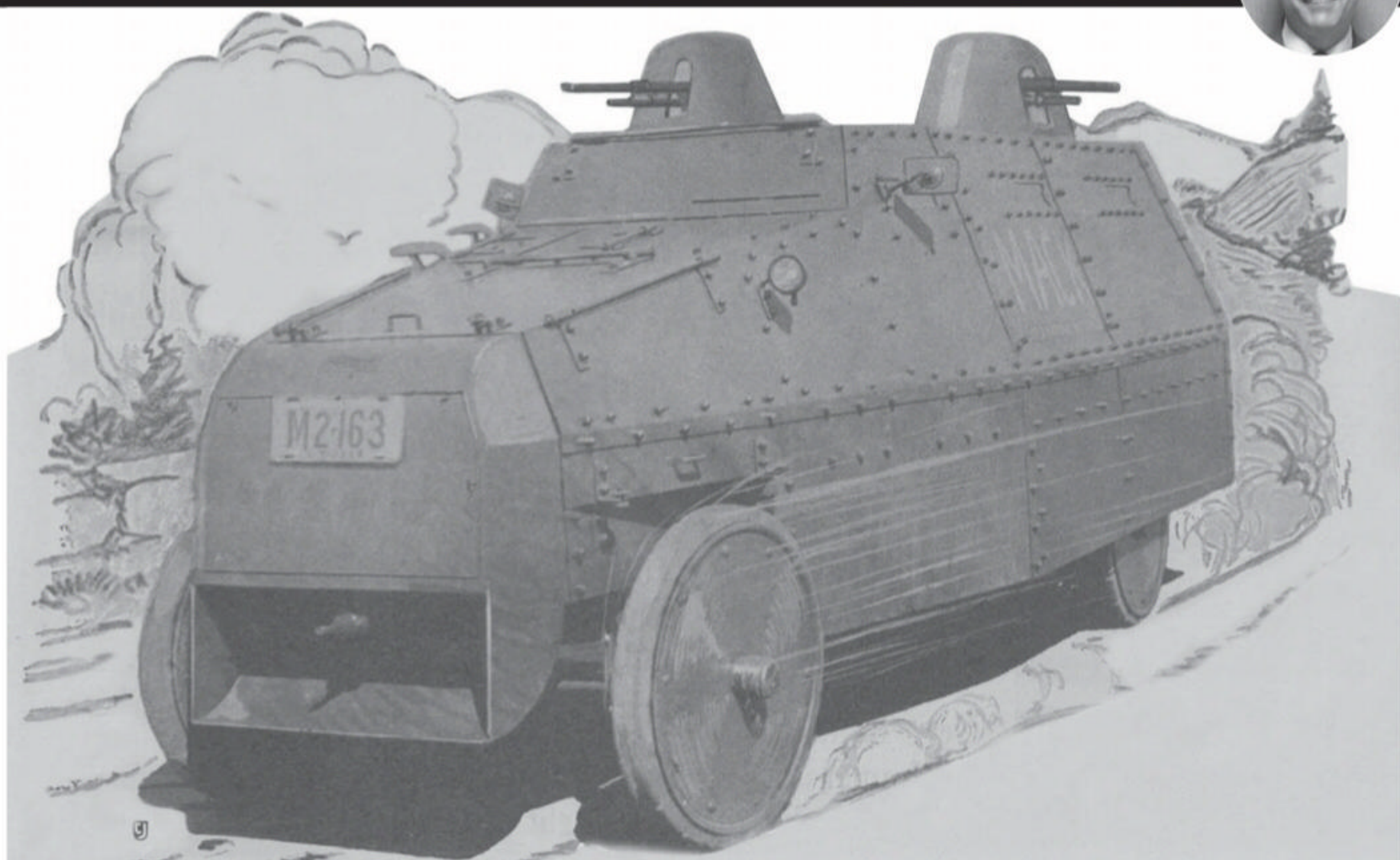


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SALES PREPARES FOR WAR

Standard specifications came of age as clouds of war crowded the sky in late 1916. War already was raging between European powers for about two years as America continued to dodge the bullet of involvement. But that was not to last. In 1917, America would be sucked into the conflagration as the “Great Hope” for France and the low countries hugging coastal waters of the European continent.

Quickly, the truck became more prominent. Before that time, it was a hauler of goods, a transporter of commodities, a farmer’s friend, a business mogul’s servant and a shopkeeper’s livelihood. But in the First World War, the truck became the difference between the success and failure of nations. Warfare created transport needs for soldiers, goods, armaments, munitions, the wounded and refugees. In ef-

fect, the horse and wagon were being replaced with more reliable, faster and safer transports. The change was not felt everywhere, since the early 20th century was still maturing in the means of motorized transport, and many rural areas still struggled with poor road systems and a matching mental attitude toward progress. The change was costly, but wartime matters made the advance imperative. Innovation was necessary to stay a step ahead of the enemy.

In America, the Society of Automotive Engineers studied and debated the course for such industry. A. Ludlow Clayden, who chaired the Standards Committee for the professional organization, conveyed necessary thoughts in a report issued in October 1916.

“There are two ways an army can buy trucks. One is to draft a specification which covers a few essentials but is not so rigid that it will not permit the

When standardization of American commercial trucks was realized before the war, it allowed for reliable wartime adaptation of chassis and parts for frontline engagement, as shown in this pre-standardized Mack truck of 1916. Many more truck versions would see hard work as transports, which were just as necessary.

purchase of existing trucks. This is good for war time or when there is a hurry call for vehicles. The other, and the better way, is to get an ideal specification with close definition on everything that affects inter-changeability and with latitude on non-essentials only — to say to the industry ‘This is what an army truck should be, and if you like to build a truck on these lines you will have no changes to make if an army order is out for bids.’”

The idea was far from new. Some years prior, standardization of trucks was implemented in Great Britain

which, with its United Kingdom and Commonwealth, realized the widespread necessity for better standardization. There were misjudgments on parts American experts considered non-essential, so the SAE was set to fix those maladies as the nation braced for what some believed was the inevitable: involvement in that European conflagration.

Still, other Americans hoped differently and wished to remain isolated from the ancient waves of war that had washed across the Old World. Nonetheless, they knew America had to be prepared.

The SAE Standards Committee presented its groundwork document to the organization. The discussion that resulted was intended to be cordial yet honest, even blunt when necessary. As stringent as the initial document sounded, it reflected the views of citizens, not government, in an effort to avoid slowdowns to implementation. It did so by securing the general consensus of professionals in the field far in advance of any potential wartime participation.

In the initial report, the standard specifications for trucks was based on a 1-1/2-ton capacity (specifically 4,480 lbs.) and powered by a gasoline engine. The minimum speed had to be guaranteed at 14 mph. The timing of the engine had to be marked on the flywheel. This included points for inlet and exhaust valves.

It was still an era of crank-start vehicles, so the report stated that magnetos “must be gear-driven, made to SAE standards, and must be inter-changeable in every respect, including mounting.” Magnetos had to be mounted for clockwise rotation and be protected from water (since most trucks would have open-sided driving compartments). The starting crank had to be of the folding variety. Service data was to be included with each vehicle. Trucks had to be supplied complete.

Displacement of each engine had to be a minimum of 300 cubic inches. Engines were to be front mounted on a three-point suspension.

Interestingly, each truck maker “must submit a complete list of manufacturers and location of factories furnishing any part, whether finished or unfinished, assembly or accessory, which is used in the construction of the trucks, and not made in the factory where the trucks are constructed.” No convicts were to be employed among laborers.

The use of related patents for “all time” was to be “secure to the government” freely with “undisputed right.” The defense of such usage was to be the responsibility of the truck maker.

Manufacturers of military trucks had to provide a complete list of materials used in construction along with chemical composition. Drawings and dates on each truck had to be provided. There was to be a one-year guarantee by the truck maker on each vehicle and that the trucks would be free of defects.

The report entered other subjects such as cooling systems, easy removal of oil pans, location of drain cocks, use of a radiator guard and that the “hood must

be supported independently of the radiator.” Hotchkiss drive, “transmitting both torque and thrust through the rear springs, will not be accepted.” Axles, bearings, clutches, steering gear, brakes, road clearance, amount of “tractive effort” for a fully loaded truck, fuel consumption and a list of required spare parts plus tools were on the list. A grand total of 53 specifications were presented to SAE members.

While not all points were likely to be approved at the time of presentation, it was a phenomenal effort that had far-reaching results. Those went beyond World War I and carried over to peacetime production in succeeding years. Even more valuable was the overall effort by the SAE in unknowingly preparing for round two: the Second World War. **OC**

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BY JOHN GUNNELL

Dorothy Provine's theme song for an early-'60s TV show started off "How'd you do, I'm taking you to the Roaring '20s." A decade or so later, those same words might have indicated a trip to Roaring 20s Autos in Wall, N.J., was on the agenda. Part museum (admission was \$2.50 or \$1 for kids 10 and under) and part collector car dealership, Roaring 20s Autos had big ads in collector publications during the '70s with dozens of old cars for sale.

Like many car museums at the time, Roaring 20s Autos printed picture postcards for each of the approximately 100

SOLD

1940 Buick Century Club Coupe

Beautiful low-mileage (35,000), RARE car, sidemounts with metal covers, spotlight, radio, heater, directionals, fantastic Verde Green lacquer (flawless finish), new wide whitewalls, new sparklin' chrome, beautiful original interior, very fast big 8-cylinder, maintains turnpike speeds easily, rare one.

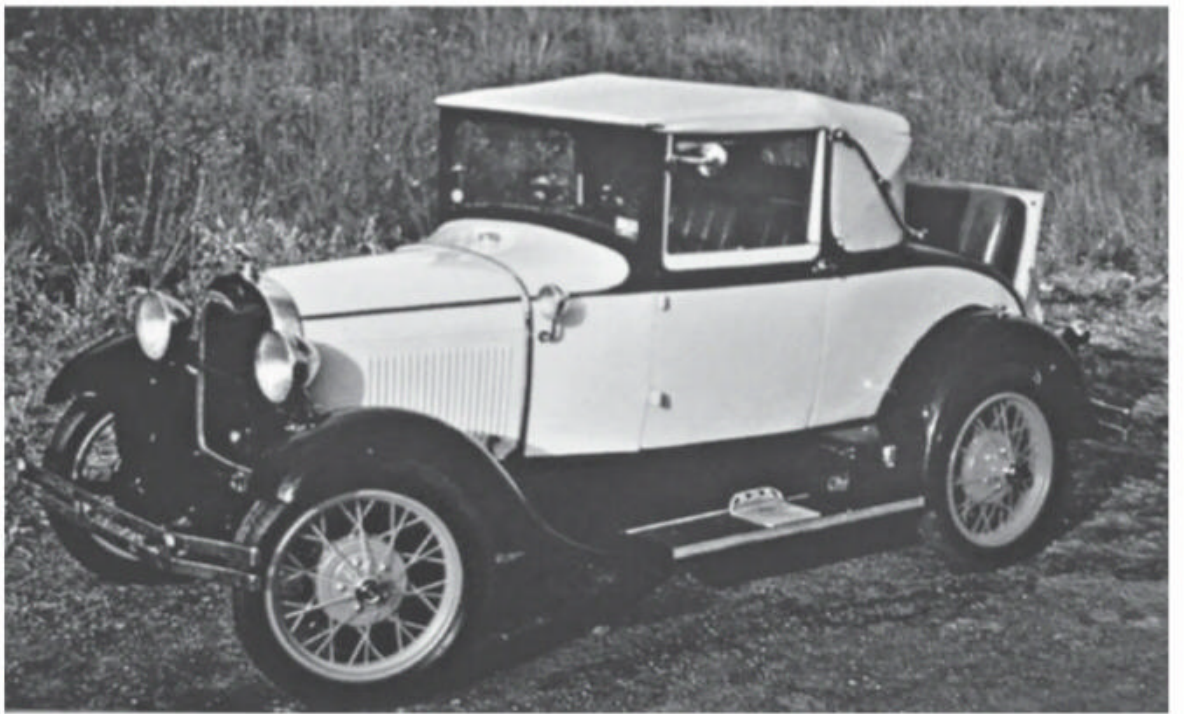
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1929 Ford Model A Cabriolet (conv. coupe)

1929 Ford Model A Cabriolet (Convertible Coupe). Extremely rare body style. Beautifully restored. Bronson Yellow body. Seal Brown belt moldings. Orange pinstripe and orange wire wheels. Custom tan canvas top. Pleated tan hide interior. Matched set Goodyear Diamond Tread tires. Rare set of cowl lights. Nickel-plated headlights. Very desirable convertible Model A.

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cars on display. The same images were also used in a small loose-leaf catalog held together with screw-type pins. There was a color picture of a car on one side of each page and car info on the obverse of the catalog. The back of the 3-x-5-inch catalog listed each car and its asking price.

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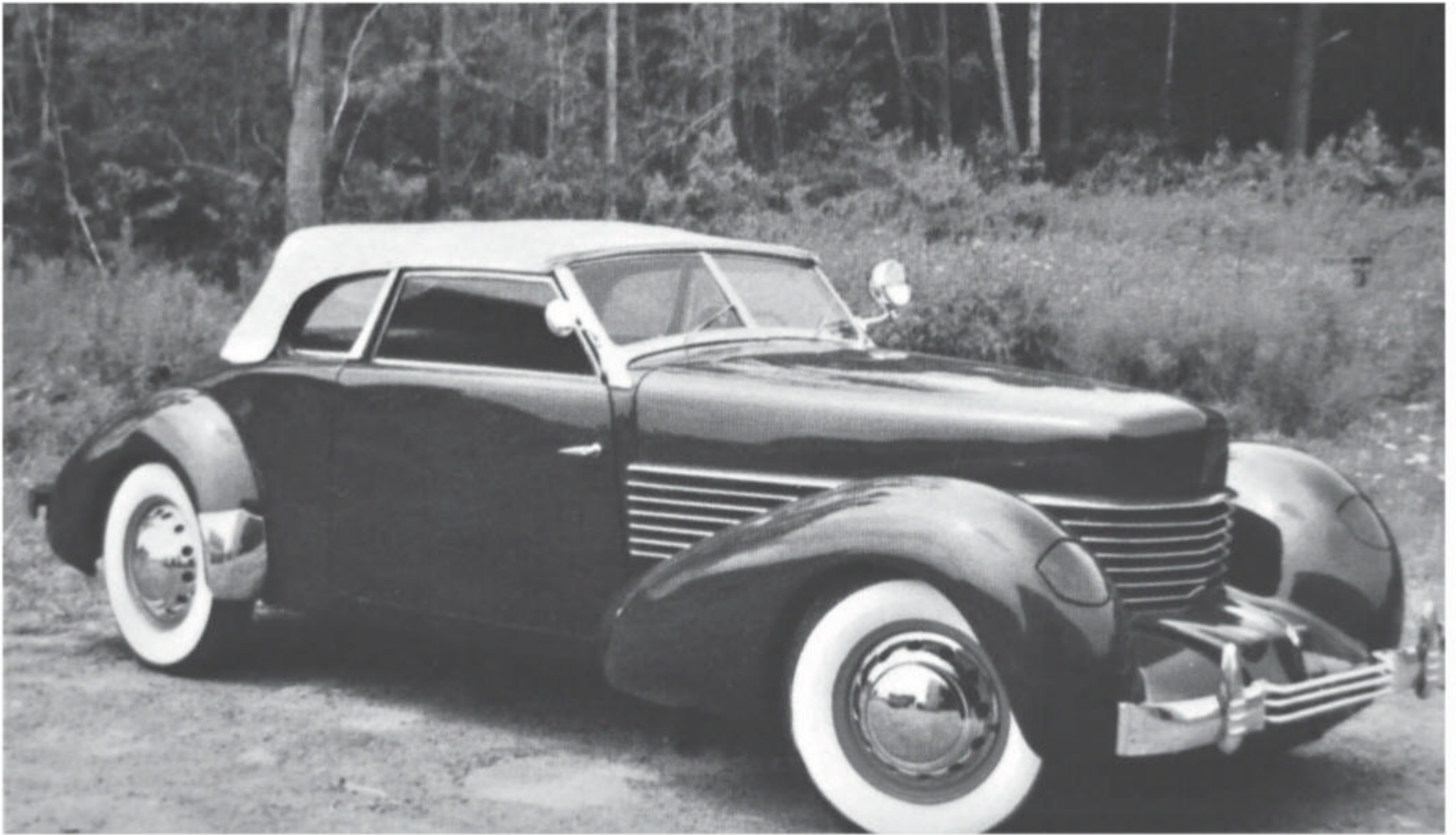
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1937 Cord Phaeton

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1953 Chevrolet Bel Air Tudor (actually a two-door sedan)

A one-owner car with 28,000 original miles. Beautiful flawless black finish. Original seat covers still installed. Six-cylinder Powerglide. Good chrome. Brand new set of Denman wide whitewalls. Trunk is absolutely immaculate. Drive it anywhere. A really nice, fun car.

~~\$1,695~~ SOLD



1929 Cadillac Sport Coupe

Magnificent, huge Classic. Restored near-perfect. Glistening Maroon lacquer paint (2-tone). Bright red pinstripe. Black fenders and aprons. Natural wood varnished artillery wheels. Custom black leather top with 'S' bars. Excellent original mohair interior. Golf bag door. Big V-8. Glistening new chrome. Drive or show.

~~\$17,500~~ SOLD





1930 Chrysler Sport Coupe

Rumble seat. An excellent original unrestored, but well-maintained auto. Black finish. Ivory pin stripe. Refinished natural wood varnished artillery-type wheels. Four-speed transmission. Six-cylinder engine. Hydraulic brakes. Unusual cowl lights. Model 70. "Use it."

~~\$2,950~~ **SOLD**

your check, we will send you color photos of new purchases as we print them, plus new price lists as prices change."

All of the cars at Roaring 20s Autos appeared to be in great condition. A catalog from June 1973 included 101 vehicles including two motorcycles. The oldest vehicle was a 1912 Ford Model T roadster and the newest was a 1972 Excalibur Series II Phaeton. There were no Mustangs, Camaros, 'Cudas or GTOs. Fifty-one of the vehicles were built before World War II ended.

Roaring 20s Autos was very big on Fords. The 101 vehicles included four Model Ts, 17 Models A's and 13 Early Ford V-8s. There were more Cadillacs (22) than Chevrolets (8) and one Chevrolet was a 1961 Corvette. The only Tri-Five Chevy was a 1956 Bel Air two-door sedan. There were two Chryslers, two Dodges and two Plymouths. Oldsmobile, Pontiac and Studebaker were represented by four vehicles each. The inventory included one Cord and two Packards. There were a dozen Buicks including a 1953 Skylark for \$6000. There was a pair of Hudsons and a pair of Mercurys.

We thought it would be fun to include a few of these cars, their Roaring 20s descriptions and their asking prices in this story. Perhaps *Old Cars* readers remember Roaring 20s Autos and even bought one of these vehicles. If so, we'd love to hear from you.



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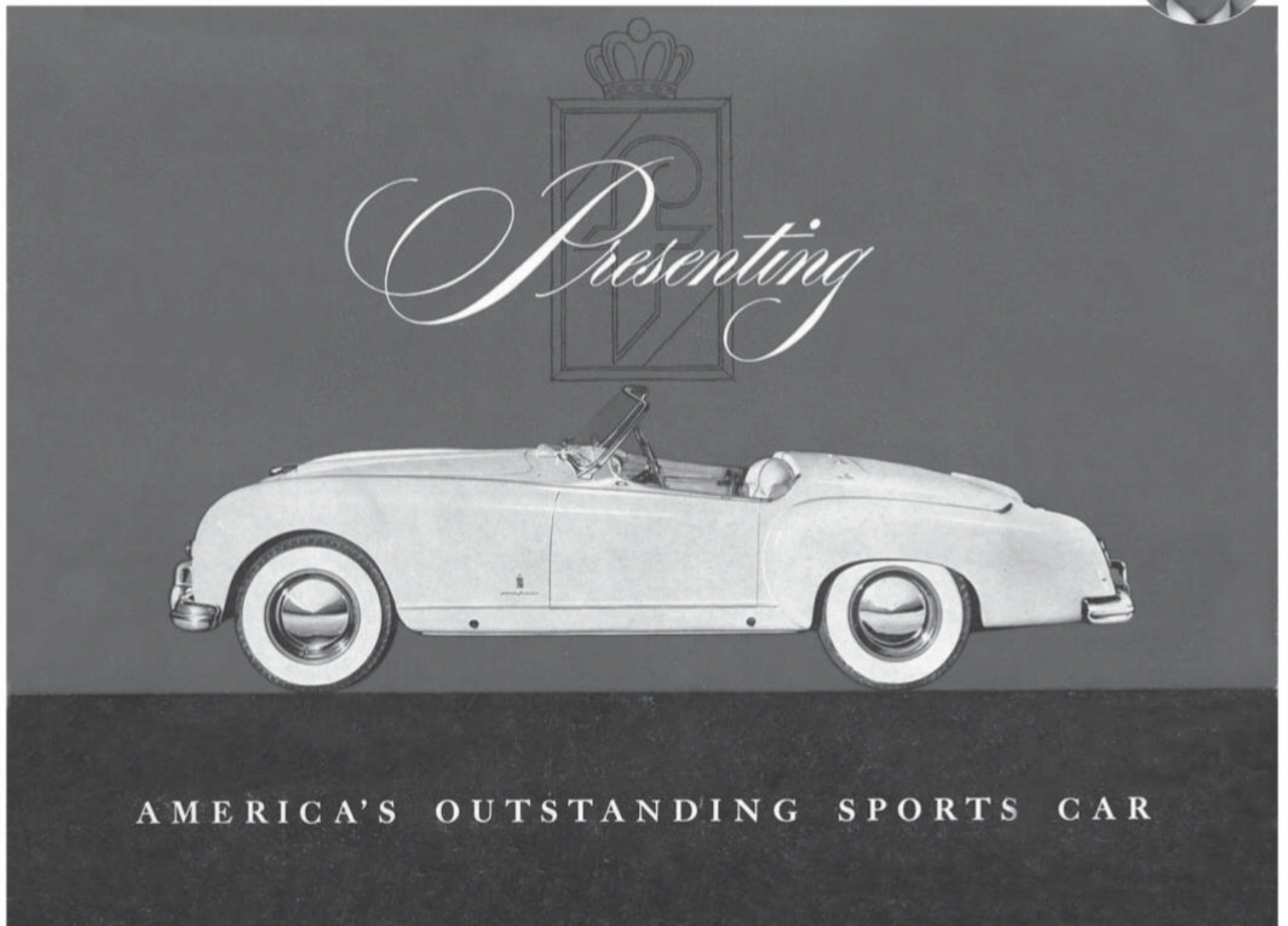
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The new two-model line of Nash-Healey cars appeared in this rare 1953 catalog.

PININ FARINA COMES TO America

Pinin Farina of Cambiano, Italy, gained special note in 1928, just a year or so prior to the Stock Market Crash. Bad timing, but who could have known? Of course, that automotive launch took place in Italy, far from the confines of Wall Street. Even more of a concern, it took place under the Italian ruler of the Fascist party of Benito Mussolini, who soon tugged the

strings of Italy's king who had been reduced to more of a marionette than a master of his people. Dictator Benito Mussolini may have made the trains run on time, which was a difficult task his predecessor failed to accomplish. But he would lead his nation into war, first in Ethiopia, then in Europe.

Amid that climate, what should a fledgling auto-related company do?

Continue as planned, of course, initially in finishing cars in small numbers, as finances and sales allowed. The car bodies were designed to be good ones with the notion of classic design imbedded in the minds of designer and craftsmen and reflected through lines and contours. Pinin Farina bodies were also often coupled to a chassis with responsive handling. Such was the dream of "Carrozzeria

Pinin Farina,” the rising Italian hopeful among coach makers.

It gives us pause to consider what exactly *makes* a car a “Classic Custom”? In one way, a Classic Custom has beauty of line and tasteful proportion coupled with a dash of excitement with stately character. Let mechanical experts make the chassis and running gear while design artisans work on the most significant visual enticement — the body and overall appearance. Impact. That’s what a custom design was intended to convey in limited numbers due to its handcrafted nature. Enduring qualities were meant to be mingled with the whole, making motorists adore the final result.

By the mid 1930s, the name Pinin Farina stood for unibody construction (monocoque, as it was first termed). Prior to that, the body was little more than an appendage to the whole, finished and bolted to the frame. But that’s not the way this Italian operation saw it. In seeing it in the light of unibody construction, the company tapped the future dreams of

Farina. But Mr. Pinin Farina and son Sergio bolted. There had been enough “fighting” during the war. Since peace had settled over Paris, why not find an alternate way to show off the new offerings by the family?

Reportedly, one Alfa Romeo 6C 2500 S with workmanship by Pinin Farina and a very nice Lancia Aprilia cabriolet of similar heritage were driven by the father and son team all the way from Turin to Paris. They found spots near the show entrance. The workmanship hit its mark and drew significant public notice. Later, wheeled Pinin Farina elegance with low road-hugging silhouettes plus low hoods gained recognition on the Cisitalia in 202 coupe form. The car was a “wow” and gained good responses.

America goes to Pinin Farina

Mention Pinin Farina to a historian

of George Mason, company head and likely the most inventive and creative thinker among the smaller car-making companies in America. Innovation kept the smaller companies alive, and Mason went whole-hog to the Pinin Farina camp. The 1953 result was cataloged two-fold: a convertible (with a 102-inch wheelbase) and the LeMans hardtop (108-inch wheelbase), both with exclusive “Trailing Link Front Suspension” of England’s Donald Healey, and the smooth power of America’s famous Nash Ambassador Dual Jetfire engine. Bodies were handcrafted in Italy and luxuriously upholstered in leather.

Why not? Mason’s decision would be verified when the 1953 Italian International Concourse d’ Elegance Trophy was awarded as first prize to the Nash-Healey in the Foreign Car Custom Body Class. By then, the name Pinin Farina

The 1953 Nash-Healey brought Italian flair to the American car landscape.



car construction.

The company claimed several hundred employees by the time war erupted in Europe in 1939, and artisans only produced a mere 150 or so car bodies per month. Practicality entered the picture at Pinin Farina, as could have been expected, since specialty vehicles such as new ambulances needed to be fielded. As war raged in succeeding years, bombs from Allied planes kept the factory from functioning. The factory may have been near death, but the dream would not die.

When 1946 rolled around, no car makers from Italy were allowed to display at the Paris Motor Show. Even though nearly a million people came, none were to see the new work by Pinin

of the early post-World War II era and the name Nash-Healey pops to mind. It was a fine roadster, a neo-classic in many ways with low production, roadster form and a sassy road-beating appearance just begging to be let loose. Perhaps its less-than-practical ambiance added to its virtues as a true sports car of neo-classic design for that era. In effect, it set a pattern for other future sporty ventures in metal and leather with an infusion of speed implied, even at rest.

The Nash-Healey was contracted by Nash Motors under the guidance

was championed as the “world’s foremost designer of custom motor cars,” said officials at Nash.

All this resulted in impacting the Nash Ambassador and Statesmen lines, but the smaller version of the Nash-Healey gave a Classic Custom appeal more than the larger offerings in less sporty garb. Later, another car maker took note. For 1959, the work of Pinin Farina was exercised on the limited edition Cadillac Eldorado Brougham.

Classic. Custom. It’s a fine blend.



Wing and A Prayer

Original owner
still driving the
'66 Thunderbird
that waited for
his return
from Vietnam

STORY AND PHOTOS BY BRIAN EARNEST

Jack Williams has already had a Ford Thunderbird swiped from him by a family member. Twice, in fact.

It's a pretty good bet that after reviving his love affair with the 1966 Thunderbird that he bought new as a teenager, he's not going to let it happen again.

The Neenah, Wis., resident began his long romance before he was even legal driving age and it endured through a harrowing three-year combat tour in Vietnam. "I bought a '56 T-Bird from a preacher that had wrecked it when I was 15," recalls Williams. "I spent a year fixing that up. It had a 312 V-8; it was a Thunderbird and I really liked it. Then my brother stole in one night and took it out and wrecked it. He wrapped it around a pole.

"I fell in love with the Thunderbirds back then."

A couple years later, Williams walked into a Ford dealer-



Jack Williams' beard is Wimbledon White, just like his 1966 Thunderbird. And yes, he does get to become Santa Claus over the holidays.



It would be hard to find a 1966 Thunderbird more authentic than this example. The exterior certainly looks like it has been restored, but other than a repaint of the hood, everything is unmolested.

ship in Sandy, Utah, where the family lived and decided he needed a new Thunderbird. He was still a teenager and headed for a hitch in the Army, and the salesman at the dealership was apparently a little skeptical of Williams' declaration that he wanted an expensive new pseudo-luxury car. "I was just bumming around home, waiting for my orders (from the Army). I was 18, I guess. I was just bumming around and I had the money in the bank. [The Ford dealer] had this car in and put it on the showroom floor and I saw it and looked at it and I said, 'I'm going to buy this car.' And he just said "Yeah, right!" and kind of laughed at me. He didn't think I had the money. But I bought it right there. The car cost me \$4,200 at the time."

Williams says he was only able to enjoy the car for about three months, however. Then his military career took an unexpected turn.

"I thought I was going to be stationed stateside. That's what my commanders said at the time," he says. "But I wound up going to Vietnam ... so I gave the car to my dad. I grew up on a farm, we had plenty of room. I said, 'It will be the last

present I buy you if I don't come back. If I do come back, I want my damn car back!"

"Was I worried? Sure, there was a possibility, maybe 50-50 that I don't come back. I knew. I was already a realistic person anyways [laughs]."

After surviving three forgettable years in combat, Williams made it back to the U.S. and says he was "in no condition" mentally to go back home and start enjoying his Thunderbird. Bitter about the reception soldiers received from the American public when they returned home and shell-shocked from his tour of duty, Williams just wanted to be left alone and took a job as a long-haul trucker. "I wasn't sure of myself, or anything like that... I really didn't want to talk to anybody," he says. "It took me about 18-½ years to get over it. But I finally did."

Williams says he knew the car was in good hands at his father's house and he would occasionally check on the car and take it in for oil changes. Finally, his father died in 1983 and he knew it was time to take the car back — this time to his new





Few cars on this side of the Atlantic could compare to the 1966 Thunderbird when it came to amenities and muscle power. The mid-1960s T-Birds helped pioneer the “personal luxury” category, thanks to a long list of bells and whistles inside, cool styling and lots of cubes under the hood. The air cleaner cover gives away this car’s identity — it’s got a big 428 that made State Troopers envious.

home in Wisconsin.

“I built a trailer for it, and I went out one day and loaded it up and brought it home,” he says.

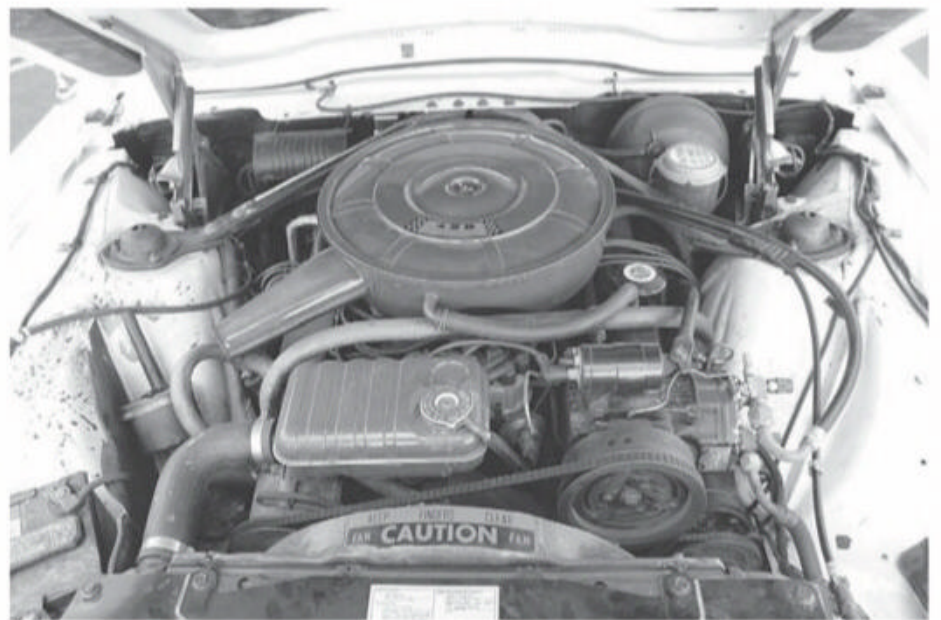
When I got it home I did a little work on it, changed the oil, cleaned it up. When I picked it up it had 87,000 miles on it. Dad had a place down in Arizona so he’d go down there with it. He really loved the car, and he drove it plenty.

“I greased it and changed the oil, looked everything over, changed the tires because they had dry rot. But I really didn’t do much with it for quite a few years ... [Eventually] I took it in to an alignment shop, we saw one of the springs was cracked and I had to order new springs, so I decided to rebuild the whole undercarriage. That was \$3,500 to replace everything under the car. Suspension, steering knuckles, shocks. After 40-some years sitting there, it needed it.”

The Critics’ Choice

“The flying carpet-on-autopilot” is how *Car Life* referred to the Thunderbird that it tested. Their “flying carpet” was a Town Landau with Aquamarine Blue lower body paint, a pebbled white vinyl top with aluminized plastic Landau bars at the windowless rear quarter panel, special tires with both red and white stripes, beige leather-like vinyl upholstery, a 428-cid V-8, air conditioning and a host of other good stuff. *Car Life* had nothing but praise for the Thunderbird — echoing the thoughts of most critics at the time — lauding its braking and lengthy list of cool features that marked it as the quintessential “personal luxury” car on the U.S. market.

Even though it used the body shell of the previous two years, the 1966 Thunderbird looked fresh. The grille was more sharply angled back and featured an eggcrate backing for a massive Thunderbird emblem that appeared to float in the grille. At the rear, a single, massive tail light stretched from side to side with a single back-up lamp being part of the



“Thunderbird” emblem in the center of the lens. The name Thunderbird appeared, in script just ahead of the taillamp on the rear fender. Another Thunderbird emblem appeared on the roof ‘C’ pillar.

The base 390-cid engine that drank through a four-barrel carburetor was tuned to give 315 hp, and more horsepower was available in the form of the new optional 428-cid/345-hp V-8. Another new option was a stereo tape player that was built into the AM radio. It provided up to 80 minutes of music per cartridge. Four speakers were included with the sounds system. A Safety-Convenience Control Panel was standard in “Town” models and optional in hardtops and convertibles. In the Town hardtop and Town Landau, it was incorporated into an overhead roof console.

A full-width rear end treatment had the back-up lights in the middle of the sequential tail lamp lenses. The tail lamps had a series of side-by-side square segments, but the individual squares no longer had chrome moldings. New pentastar wheel covers with a “mag” wheel look and color-coordinated sections that matched the body color were used on some new models.

Town hardtop and Town Landau were new models with roof featuring wider sail panels and no rear quarter windows. Both carried Thunderbird insignias on the roof sail panels, while the Town Landau carried S-shaped Landau irons in the same location.

Standard equipment on the '66s included: built-in dual exhausts with aluminized stainless; steel mufflers; fuel filter; oil filter; Cruise-O-Matic Drive; double-sided keys; keyless door locks; retractable front seat belts with reminder light; color-keyed rear seat belts; front and rear folding center armrests; padded instrument panel; padded sun visors; clock; courtesy lights; sequential turn signals; dual horns and horn rings; adjustable front bucket seats; carpet; full-wide foam rubber seats; power front disc brakes; power steering; variable-speed hydraulic wipers; undercoating; map light; glove box light; MagicAir heater and defroster; Swing-Away steering wheel; 8.15x15 tubeless tires; Silent Flo ventilation system (except convertible); and full wheel covers.

The new Town Landau model, with its special ornamentation on the sail panels and vinyl-covered roof, turned out to be the most popular Thunderbird for 1966 with 35,106 built for the model year, including the car Williams bought out of a Utah showroom. It carried a base window price of \$4,552, which was slightly more than the base hardtop and Town hardtop, but almost \$300 less than the convertible.

"It's got the console on the roof and the flashers for stuff like the fuel light," Williams notes. "It's got power windows, power brakes. It's fully loaded: tilt, cruise, one power seat. The steering wheel pulls away from you so you get in and out easier... It's got everything."

According to Williams, the car carried the 428 under the hood because it was destined to be a California cop car. "I've heard people say they didn't come with a 428, but some of them did," he says. "This is a limited edition and there was actually 300 made for the California Highway Patrol by Shelby and Ford. It's supposed to be a sleeper patrol for the California Highway Patrol. They took possession of five of them, but after 6 or 7 officers wrecked them they decided not to accept the other 295, so the cars were shipped to dealers in the Western United States ... It's got a bunch of stuff on it that other Thunderbirds don't have. At the time there was rack and pinion ... it's not supposed to have that. It had power steering, but not the rack and pinion part. It's got [extra large] disc brakes on the front, it's got the bigger [brake] booster. California wanted

to have a sleeper car to catch the hot-rodders and the [muscle cars] out there."

A Stellar Survivor

Williams' 'Bird looks for all the world like it's been nicely restored, but it is in fact almost all original. He has re-covered the upholstery on the driver's seat, and the hood had to be repainted, he said, because "my sister laid a towel full of brake fluid on it, which ate the paint completely off it."

Beyond that, the only work on the car has been basic maintenance and some mechanical work. The black vinyl top is in spectacular original shape, matching the Wimbledon White paint and all-original interior. "Dad kept it in the garage and it's never seen winter," Williams says. "He took good care of it. There were a couple nicks, but I took them out. Just minor things. I kept it covered up and used the proper kind of wax for the vinyl [roof]. A big thing is keeping the sun off it. It was never just parked out in the sun... I haven't done anything with the motor. It's at 96,000 miles. I think I might have a lifter going out, but that's normal for Fords."

"There aren't that many places will even touch this car or even know where to get parts. I do take it places and I trailer it, and I get a lot of people see it and ask if the car is for sale, and I say no."

Williams still shows up a few local car shows, but he's happier driving his beautiful 'Bird than he is showing it. He has no reservations about throwing open the four-barrel carburetor and letting Thunderbird stretch its wings. Roaring down an on-ramp and galloping around and between cars on the interstate, the '66 Thunderbird is still a very impressive machine.

"I do get a kick out of driving it," he says. "I have been pulled over by police who want to just look at the car, and when they see the size of the motor ... they can't believe it!"

"But I guess what I love most is just the style of it. That's what caught me. The style, and the ride is so comfortable."

During the holiday season, Williams, who is a dead ringer for Jolly Ol' St. Nick himself, often dresses up and plays the part of Santa Claus. He's even got wallet-sized photos of himself in the suit to hand out with the words "I met the REAL Santa Claus" on the back.

Most people are under the assumption Santa still pilots a big red sled with reindeer. Williams likes to think otherwise. "Yes, it's true," he says. "Santa drives a Thunderbird!"



"I do get a kick out of driving it. I have been pulled over by police who want to just look at the car."

Mecum KC packed with big HP

Chad Ehrlich reporting

KANSAS CITY, Mo. — Mecum Auctions held its annual Kansas City Auction Dec. 5-7 at the Kansas City Convention Center. 2019 marked the 26th year of Mecum bringing this auction to the Kansas City area and anticipation was high for the sale with a diverse lineup heading into the week of the sale. There was a large selection of Corvettes on the docket for the weekend, but Ford fans also had a wide array of favorites to choose from with three Ford GTs, to a Boss 429, to 1 of the 96 original Twister Special Mach 1 Mustangs. MoPar fans had a pair of late-model Dodge Challenger Demons and Vipers from which to choose. Mecum Auctions always has a wide variety of vehicles to admire, and Kansas City was no exception.

The sale started on Thursday afternoon and concluded at the end of the day Saturday. When the last vehicle left the block, 410 vehicles had changed hands for a total of \$9 million in sales. This gave Mecum a strong 70 percent sell-through rate and produced a successful sale.

The top seller of the weekend was a 2005 Ford GT, black with white stripes and 15,000 miles, that hammered at \$247,500. This was followed by another Ford, a white 1969 Boss 429 Mustang that hammered at \$231,000. The third and fourth spots were mid-year Corvettes, a 1967 427 roadster and a 1963 “split window” with fuel injection. The top 5 was rounded out by one of the Dodge Challenger Demons.

There was only one private collection offered at this sale, the “Stampede Collection” of newer Mustangs. There were 11 Mustangs offered from this collection, each dating to the 2005-2013 period. Included were four Roush Mustangs, two Shelby Mustangs, a Saleen Mustang, one Bullitt Mustang and three modified Mustang GTs. All the cars in this collection sold as they were offered at no reserve.

Following is a list of the top 10 cars from the sale. The sale prices include the 10 percent buyer's premium.

1. 2005 Ford GT, \$247,500;
2. 1969 Ford Mustang Boss 429, \$231,000;
3. 1967 Corvette convertible 427, \$181,500;
4. 1963 Corvette “split-window coupe, fuel-injected, \$129,250;
5. 2018 Dodge Challenger SRT Demon, \$126,500;
6. 1957 Corvette convertible, \$94,600;
7. 1954 Corvette roadster, \$78,100;
8. 1969 Chevy Chevelle, \$64,900;
9. 1956 Chevy Bel Air resto mod, \$58,300; and
10. 1970 Dodge Challenger T/A, \$58,300.

1973 GMC Sprint Sport 454

2-door, 454, automatic. **OCRPG Condition #3. Sold at \$19,250.** Advertised as 1 of 71 built, this was not a car that you're going to see pop up very often. The big-block 454 was not a very popular option by 1973 with the gas crunch, which would probably explain why only 71 were ordered. This car was advertised with 40,000 actual miles, which appeared to be correct. An attractive car in the factory Gold/Green Metallic color. While probably not a lot of people's first choice in color, it looks very correct on a car of this era. The drivetrain was ad-



vertised as all matching numbers. This car has had a recent repaint with new white vinyl top. The interior is mostly original. Equipped with a column-shifted automatic and bench seat, but it did have a factory tach and gauges. Very original under the hood, including the original smog equipment. The seller had added 1972-style wheels. Good paint and interior. There were a few dings in the bed moldings and some light wear in the chrome on the bumpers, but all components appeared to be original to the car and in good condition. This was a mostly original car other than the paint and carpet. A very rare car that is seldom seen. With the popularity in '70s car soaring and this being a mostly original car with original big-block power, the El Camino appeared to be a good buy.

1971 Ford Pinto Runabout



2-door, 200-cid engine, automatic. **OCRPG Condition #3. Sold at \$6,050.** Very original 1971 Pinto that had been well preserved, quite a rarity in this day and age. Early Pintos had a very bad reputation for possible fuel tank fires upon collision, so it's rare to see one so well preserved. This Pinto was showing 57,000 miles and that appeared to be correct. The paint still had good shine, and the yellow/orange color looked good on this particular car. The interior was black and also in good, original condition. It was also advertised as still having the original exhaust system. Even the original wheel covers were in place and remained very presentable. There still isn't a huge demand for Pintos, but they are growing in popularity and this

was a nice original car for the person who wanted one.

1966 Chevy Caprice



2-door hardtop, 427, automatic. **OCRPG Condition #2. Sold at \$33,000.** The 1966 Chevy Caprice coupe has always been an attractive body style with its own formal roof and tail lamps to make it stand out from the other full-size 1966 Chevrolets. This Caprice looked great in triple black. This car was equipped with a 427 and an automatic, however, it was not advertised as being the original drivetrain for this car. Regardless, this was a very highly optioned car with bucket seats, console with floor shifter, factory gauges, power steering, power brakes, and air conditioning. This car also featured several options rarely seen on a Chevrolet from this era including an automatic headlamp dimmer and cruise control. Redline tires and optional wire flipper hubcaps looked really good against the car's black paint. The restoration was well done; the black paint looked nice and straight and under the hood was well detailed. The interior was likewise very nice with woodgrain accents against the black trim. Restoration receipts were included, as was the original Protect-O-Plate. Overall this was a very attractive car that will give the new owner miles of enjoyment.

1956 Oldsmobile 88



4-door hardtop, 324 V-8, automatic. **OCRPG Condition #3. Sold at \$15,400.** Four-door hardtops from the mid-to-late

'50s seem to still generate good attention. They offer a clean, sporty pillarless look with the convenience of a four-door to haul family or friends. This unrestored original 1956 Oldsmobile 88 Holiday sedan was a rust-free Oklahoma car with 58,000 miles. It was also very attractive in its two-tone color combination of light green and white. The original paint was not perfect, but it had held up well and still looked good. The interior was showing a little age, but it was also still very presentable. The chrome still looked good, too. Overall, this was still a nice-looking car that had held up well for its age. It was advertised to have full documentation and receipts from new. The original dealer badge was even on the trunk yet. A nice-looking car that still presented very well for an original car.

1975 Pontiac Grand Ville



Convertible, 400, automatic. **OCRPG Condition #3. Sold at \$11,550.** Mid-'70s GM convertibles marked the end of an era. They also seem to be really gaining popularity again as interest in '70s cars continues to grow. The red paint on this car looked nice with a nice finish and good shine. The white convertible top looked good and nicely contrasted the bright red exterior. The chrome and trim also presented well. This Grand Ville had aftermarket wheels and incorrect whitewall tires that really detracted from the original look of this type of car. A nice set of Pontiac Rallye II wheels would have looked very attractive and really changed the appearance of it. The interior was originally burgundy and in good condition. The dash, carpet and door panels were all still burgundy, but the seats had been reupholstered in a buckskin color. Like the tires and wheels, the different-colored seats detracted from what was otherwise a nice, original looking interior. This car could be driven and enjoyed just the way it is or with a few minor changes, it could be put back to just the way it was originally built for a nice, correct-looking, '70s GM convertible.

1975 Pontiac Trans Am

2-door, 400, automatic. **OCRPG Condition #3. Sold at \$20,350.** The Trans Am market has been hot for several years and doesn't seem to be slowing up anytime soon. However, mid-'70s Trans Ams such as this 1975 example fall into a crack between the early-'70s cars and the '77-78 "Smokey and the Bandit" cars. While they are still an attractive body



style, the 1975-'76 Trams A,s just never seem to command the money that the earlier or later styles do. This T/A looked good, but it could have used a little detailing to take it to the next level. For example, under the hood looked original, but it could have used a little clean up and touch up. The orange paint looked was sharp, and the black interior looked great against the orange exterior. Original honeycomb wheels really completed the appearance of this car. The original space saver spare tire with the original inflator bottle was still in the trunk. A nice car that could be enjoyed as is and taken the next level with a little work.

1976 Ford F-250 XLT pickup



390 V-8, automatic. **OCRPG Condition #3. Sold at \$17,050.** The market for '70s pickups is very strong and the 1973-'79 Ford pickup has a particularly massive following; they seem to be getting more popular by the day. This 1976 F-250 XLT looked great in its factory red-on-red color scheme. The shiny paint was advertised as being original, even on the inside of the bed, which looked very nice (as did the paint on the rest of the truck's straight body). This truck did have a few owner add-ons such as extra 390 badges on the front fenders. The interior also looked very nice for its age. The F-250 was sold with all of its original paperwork, including the original window sticker, warranty ID card and the original title work that the first owner was charged \$2 to process! A well-optioned truck with factory air-conditioning and a very good paper trail. A few years ago, \$17,050 would have seemed like a lot of

money for a pickup such as this example, but today, it seems reasonable.

1965 Pontiac Parisienne



Convertible, 327, automatic. **OCRPG Condition #3. Sold at \$27,500.** The Canadian Pontiacs of the '60s are interesting vehicles as they were a combination of a Chevy and a Pontiac. There were actually a couple of Canadian Pontiacs at this sale with a '67 Pontiac Acadian also crossing the block. The 1965 Parisienne is an interesting car. It used a Catalina body with Grand Prix grilles. The instrument panel was Pontiac but since it used one of Chevrolet's drivetrains, the console and shifter came from Chevrolet. This 1965 Parisienne was attractive in bright red with a white top and interior. The paint looked good with a nice finish and a bright shine. The interior looked presentable and showed its age with some signs of wear. This Parisienne not a highly optioned car; it had the basics of power steering and brakes, but not much else. However, the car looked and presented well and should provide a lot of enjoyment for the new owner, as long as the new owner likes to answer the question, "What is it, a Pontiac or a Chevy?"

1939 Graham Series 97



4-door, 218, 3-speed manual trans. **OCRPG Condition #3. Sold at \$22,550.** A very seldom-seen car, and commonly known as the "sharknose." One of about 3600 such examples

built in 1939. The “sharknose” Graham has a design that really stands out, and this was an attractive example refinished in Egyptian Ivory with a saddle-colored leather interior. The exterior appeared to be an older restoration and still looked decent with still-shiny paint, but overall, the restoration was showing signs of wear. There was one cracked tail light lens that would have been difficult to replace. The interior looked good and the consignor stated that it had recently been re-done. This car had been modified and updated with a 12-volt electrical system, and it had new Sun gauges to help monitor the car’s systems. This was a good-looking Graham and the possibility of parking next to another one at the local cruise night is pretty slim.

1976 Cadillac Coupe deVille



2-door, 500-cid V-8, automatic. **OCRPG Condition #2.** Sold at \$29,700. This was a high-quality example of a '70s cruiser and another good example of the market starting to recognize vehicles of this era. What really made this car stand out was the advertised miles — only 1,470 since new! Even the original window sticker was still in the window. Most Cadillacs of this era were loaded with options, but this car was especially well-equipped with a special-order sunroof installed by the factory. The car was also painted the very attractive Firethorn Metallic Red color with a contrasting white vinyl top. The condition of the car matched the mileage claim as the car was very nice and looked very correct and original in condition. This was an exceptional car, and the hammer price reflected that fact.

1956 Chevy pickup

1/2-ton, long bed, inline 6-cyl., manual trans. **OCRPG Condition #3. Sold at \$16,500.** The pickup market is still going strong and it doesn’t seem to be showing any signs of slowing down. This 1/2-ton Chevy looked good in blue with a white roof and bumpers. The paint had a nice finish and the body looked to be in good condition. The wood in the bed had been replaced and had a nice fit. The interior was nicely restored to original. Under the hood, the truck looked all original. It could have used some detailing, but that is an easy fix for the new owner. What really stood out about this truck was the fact that the front hood badge and side fender badges were left untouched. They were dirty with a few pits, and the painted areas still had signs of the original faded paint in them. A min-



imal amount of effort on the chrome trim would have made a big difference in the presentation of this truck on the auction block. These areas are also easy fixes for the new owner that will help make this truck stand out.

1960 Ford F-250 truck



F-250 with built-on camper and boat included. 6-cyl. with 3-speed overdrive. **OCRPG Condition #4. Sold at \$12,100.** This 1960 F-250 Custom Cab had a built-on camper and it was even sold with a matching boat. The truck appeared to be in mostly original condition. The paint had a good shine and was attractive in its two-tone red and white, but it had several areas that were showing its age. The interior looked to be in good condition, and the exterior of the camper portion appeared to be in similar good condition. A quick look inside the camper showed that it had been well maintained and preserved. Under the hood appeared original with all the signs of an original used truck. An Allstate under-dash air conditioning system had been added for comfort. The truck was advertised as being well maintained with new brakes, tires, radiator and rebuilt carburetor and speedometer. The camper also had a new side awning installed in anticipation of more camping adventures. The truck was also sold with a Lone Star boat that matched the color scheme of the truck. This rig generated a lot of attention all weekend, except for when it was on the block. It appears to be an example of a vehicle package that is really neat, but most buyers don’t now what they would do with it. The sale price was equal to, or maybe even a little less than, what a comparable Custom Cab Ford pickup of this era would have brought by itself without the camper and boat. Regardless, the new owner will definitely have a rig that will attract attention wherever it goes.

Old Cars Calendar

Attention Car Show Enthusiasts: We sometimes receive show information that is in error or changes at a later date. To avoid problems, call ahead to verify times and dates of events listed. To get your event listed in the Old Cars Calendar, email us at oldcars@aimgmedia.com

SHOWS

ARIZONA

Feb 2 AZ, Glendale. JUST SELL IT Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot, Sunday only 5 am-12:00 noon, \$40. 602-828-4865.

Apr 5 AZ, Glendale. JUST SELL IT Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot, Sunday only 5 am-12:00 noon, \$40. 602-828-4865.

May 3 AZ, Glendale. JUST SELL IT Automotive Swapmeet, Glendale Community College, 59th Ave & Olive, North Parking Lot, Sunday only 5 am-12:00 noon, \$40. 602-828-4865.

CALIFORNIA

Mar 29 CA, Northridge. The Los Angeles Chapter of the Studebaker Club 35th Annual Classic Studebaker Car Show. 8876 Corbin Ave. 9am-3pm. www.studebakerla.com

Apr 24-26 CA, Chino Hills. The Friends of Steve McQueen The Steve McQueen Rally. Boys Republic Campus. www.steveMcQueenrally.com

May 3 CA, Chatsworth. 38th Annual Classic Chevys Show of Southern California. Rancho San Antonio Boys Town - 21000 Plummer Street. 7am-3pm. Registration prior to April 19 \$30, After \$35. Ben 818-635-4142, www.eventbrite.com, www.classicchevysso-cal.com

May 3 CA, Woodland Hills. 5800 Topanga Canyon Blvd. Mustang Owners Club of California (MOCC) Mustangs & Ford Car Show. Warner Center Park. 9am-3pm. Register before April 21st, after \$40. Pony Corral \$10. Debbie Anderson-Car Show Chairwoman, Tel. No. at 661-295-5255 or email, moccshowinfo@att.net, www.mustangownersofca.org

May 16 CA, Modesto. First Annual Modesto Cops & Rodders Car Show. 10th & H Streets. 9am-3pm. Pre-register by April 1 \$30, after \$35. Art Silva 209-581-1926, modestomisfits@gmail.com



Carlisle Events/Andrew Welsh

May 17 CA, Petaluma. 47th Annual Petaluma Swap Meet. Petaluma Fairgrounds - Hwy. 1010 & Washington Street. Gates open at 5am. Vendors \$30/spot, Dave Peterson 707-527-9183, 1davepete@comcast.net

FLORIDA

Feb 7-8 FL, Melbourne. MoPar Super Swap XXI/Car Show. MoPar only swap meet on Friday, Swap and show on Saturday. Penny Anderson 321-727-1039, PAnderson2211@aol.com, Pete Stasio at 321-480-9265, petesdream3@aol.com, www.MoparsOfBrevard.com

Feb 7-9 FL, Bushnell. 27th Winter Extravaganza. Sumter County Fairgrounds - 7620 SR 471. 727-848-7171, 727-846-8922, www.floridaswapmeets.com

Feb 13-16 FL, Zephyrhills. Zephyrhills Auto Events Winter Car Swap, Auction, Car Show, Car Corral. Festival Park - 2738 Gall Blvd. 813-312-4009, 727-846-8922, chill.swaps@gmail.com

Feb 21-23 FL, Lakeland. Carlisle Events Winter AutoFest. Sun 'n' Fun Campus. www.carlisleevents.com

Feb 27-Mar 1 FL, Bradenton. 26th Annual Nitto Tire Spring Break Shootout. Bradenton Motorsports Park.

Spring Carlisle 2020 will be held Apr 22-26 at the Carlisle, Pa., Fairgrounds. For information, call 717-243-7855 or visit www.carlisleevents.com

Feb 29-Mar 1 FL, West Palm Beach. Palm Beach Car Swap Meet & Car Show. South Florida Fairgrounds - 9067 Southern Blvd. Car Show Registration \$10. SouthFLCarSwapMeets.com

Mar 5 FL, Amelia Island. 25th Annual Amelia Island Concours d'Elegance. 904-636-0027, www.ameliaconcours.org/

Mar 7 FL, Palate. 2020 Florida Azelea Festival AACA 21st Annual Open Class Car Show. Palate Riverfront Park - US 17 & St. Johns Drive. 8am-3pm. Register by March 4 \$20, after \$25/ Bob Cox 904-284-5303, rpmoneybag@yahoo.com

SUMTER SWAP MEETS

**AUTOMOTIVE / ANTIQUE
SWAP MEET - CAR CORRAL**

**Bushnell, FL
February 2, 2020**



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com, Holly Abbott 386-451-7263, Tom Muff 904-779-0092, www.flazaleafest.com

Mar 21 FL, Vero Beach. 43rd Annual Antique Automobile Show. Riverside Park. 10am-4pm. Fred Kiesel 772-770-6339, <http://local.aaca.org/indianriver>

GEORGIA

Feb 7-8 GA, Moultrie. 44th Annual Automotive Swap Meet. Spence Field. 8am-6pm. Jerry Kelley 229-896-2150, www.moultrieswapmeet.com

Feb 15 GA, Loganville. GA Street Rod Business Meeting. Sparky's Machines - 1209 Nathan Blvd. Dan Wooley 770-841-4375, vicepresident@gsra.com

Mar 21 GA, Braselton. NE Georgia Mustang Club's 17th Annual Spring Regional Pony Roundup Car Show. Year One - 1001 Cherry Drive. 10am-3pm. Register by noon.

Mar 28 GA, Marietta. GSRA Spring Fever Show N' Swap. Jim R. Miller Park & Event Center - 2245 Callaway Road, SW. Swap spaces & Info Mickey White 956-371-937, secretary@gsra.com

Apr 2-5 GA, Commerce. 12th Annual NMRA/NMCA All-Star Nationals. Atlanta Drag Way.

Apr 25 GA, Hampton. 2020 Summit Racing Equipment Atlanta Motorama. GSRA parking area. Atlanta Motor Speedway - 1500 Tara Place. 9am-4pm. www.atlantamotorspeedway.com/documents/2020_sream_participant-form_v5.pdf

May 9 GA, Lilburn. GSRA Annual Safety Inspection Day & National Street Rod Association Appreciation Day. Metal Union - 5395 Webb Pkwy, NW. Open at 10am. Dan Wooley 770-841-4375, vicepresident@gsra.com

May 30 GA, McDonough. Georgia Street Rod Association & Summit Racing Equipment Benefit Car Show for Honor Flight - Summit Racing, 20 King Mill

Rd. (I-75 at exit 216), 10am-3pm, Dan Wooley 770-841-4375, vicepresident@gsra.com

ILLINOIS

Feb 8-17 IL, Chicago. 2020 Chicago Auto Show. McCormick Place Complex. www.chicagoautoshow.com.

Feb 16 IL, St Charles. The 29th Annual Buick-Olds-Pontiac-Cadillac Swap Meet and Car Corral. Kane County Fairgrounds Events Center (Indoors) - 525 S Randall Rd, 8am-2pm. Hosted by the Chicagoland Buick, Pontiac and Olds Clubs, Call Bob at 630-865-4349, bopcswap@gmail.com, www.bopc-swap.com

Feb 23 IL, Wheaton. 75th Illinois Plastic Kit & Toy Show. DuPage County Fairgrounds - 2015 W. Manchester Rd. 9am-2pm. 630-969-1847

Mar 15 IL, Countryside. The Countryside Collector's Classic Toy Show, Local 150 Union Hall, Countryside, 6200 Joliet Rd, 10 am-2 pm, 7:30am \$20). Unique Events Shows. 262-366-1314, unievents1@aol.com www.uniqueeventsshows.com

May 14-16 IL, Madison. 2nd Annual NMRA gateway Rumble. World Wide Technology Raceway @ Gateway

INDIANA

Mar 29 IN, Indianapolis. Freeman's Super Sunday Swap Meet. Indiana State Fairgrounds - West Pavilion Building. 8am-3pm. 317-296-0336, www.freemanssupersunday.com, freemans-supersunday@gmail.com

IOWA

Feb 22-23 IA, Monticello. 51st Annual O'Reilly Auto Parts Rod & Custom Car Show. Monticello Berndes Center - 766 North Maple Street. Sat. 11am-10pm, Sun. 8am-7pm Galen Muller 319-465-5119, www.rodandcustomcarshow.com

May 3 IA, Monticello. 36th Annual Spring Auto Parts Swap Meet & Cars For Sale

Corral. Fairgrounds parking lot - 700 North Maple Street. 7:30am-1pm. Galen Muller 319-465-5119, www.autopartsswapmeet.net

MARYLAND

Mar 14 MD, West friendship. Annual Collector Car Swap Meet. Howard County Fairgrounds - 2210 Fairgrounds Road. 7am - 3pm. www.chesapeakeaaca.org

Mar 27-28 MD, Westminster. Sugarloaf Mountain Region AACA Indoor/Outdoor Collector Auto, Truck & Motorcycle Parts and Swap Meet. Carroll County Agriculture Center - 706 Agriculture Center Drive. Doors open at 8am. Early Bird pricing before Feb 25. Jack Gallagher 301-674-5431

MASSACHUSETTS

Mar 1 MA, Norfolk. Marcom Annual Flea Market. Holmes transportation - 22 Myrtle Street. Dean Wicker 08-285-3211, Zwhizzerman@aol.com

MICHIGAN

May 2-3 MI, Fowlerville. 46th Annual Great Lakes Region Fowlerville MI Swap Meet. Fowlerville Fairgrounds - 8800 W. Grand River Ave. Gary 248-684-8955, vmccabrightonmi@gmail.com

May 16 MI, Kalamazoo. Kalamazoo Antique Toy and Collectible Show, Midwest's Largest Indoor Toy Show, Kalamazoo Fairgrounds, 2900 Lake St, 9 am-2pm. Unique Events Shows. 262-366-1314, unievents1@aol.com, www.uniqueeventsshows.com

MINNESOTA

Feb 9 MN, Anoka. The Winter Indoor Swap Meet, hosted by GSTA at the Anoka Armory, 408 E Main St. 8am- 1pm. Registration deadline Jan. 31. Brian 612-720-5611, speedysmotorsports@comcast.net, gstarod-custom.com

NEVADA

May 31-Jun 2 NV, Reno. World's Largest

27th Annual

27th Annual

Sumter Swap Meets

WINTER EXTRAVAGANZA

at

Sumter County Fairgrounds

BUSHNELL, FLORIDA



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ZEPHYRHILLS

AUTO EVENTS

Feb. 13-16, 2020

Auto Swap Auction, Corral,
Car Show

Zephyrhills Festival Park

Zephyrhills, FL

813-312-4009

zephyrhillsautoevents.com

29th Annual

Buick, Olds, Pontiac, Cadillac

Swap Meet and Car Corral

**Sunday, Feb. 16**

8 AM to 2 PM

Kane County Fairgrounds
525 S. Randall Rd., St. Charles, IL

\$6 public admission • \$40 Vendor Spots

Vendor setup Feb. 15 & Feb. 16

Large, Heated Building.

Outdoor Spots too - \$25.

Contact (before 9 pm CST)

Bob 630-865-4349

Email: bopcswap@gmail.com

Website: www.bopcswap.com

Calendar

Vintage Truck Show. Grand Sierra Resort. 816-891-9900, www.aths.org

NEW JERSEY

Mar 29 NJ, Pompton Lakes. 22nd Annual Metro Petro Show featuring Automobile/Petroliana. Pompton Lakes Elks. 201-493-7172. www.Metropetro.weebly.com

NEW MEXICO

Mar 27-28 NM, Artesia, 23rd Annual Artesia Car Enthusiasts Main Event Car Show and Cruise. Cruise on Friday, 6-10pm, Car Show Saturday 9am-3pm, Heritage Plaza in downtown Artesia. 575-746-9477.

NEW YORK

Feb 9 NY, Southold. Peconic Bay Region AACA 21st Annual Automobile Swap Meet & Flea Market. South old Town Recreation Center – 970 Peconic Lane. 8am-2pm. Bob Barauskas 631-495-8619

Apr 5 NY, Rochester. 43rd Annual Indoor Automotive Flea Market. Total Sports Experience – 880 Elmgrove Rd., 9am-2:30pm. Frank 585-637-8863

May 23-24 NY, Norwich. 55th Annual Antique Auto Show & Flea Market. Chenango County Fairgrounds, 168 East Main St. 8am-5pm. Rolling Antiquer's Old Car Club, Norwich AACA. Pre-Show registration due May 1, 2020. Muscle Cars (2011 & Older): Dan 607-226-4919. Antique & Classic Cars (1995 & Older): Maurice 607-829-6268. www.raocc.org.

NORTH CAROLINA

Apr 2-5 NC, Charlotte. Hornets Nest Region AACA Charlotte AutoFair – Charlotte Motor Speedway. (AACA Southeastern Spring Nationals April 4th) reserve space 704-841-1990, www.charlotte-AutoFair.com

OHIO

Mar 28 OH, Jefferson. Swap Meet at Jef-

erson. Ashtabula County Fairgrounds – 3518 Austinburg Road. 440-997-7751

May 1-3 OH, Canfield. Dave & Ed's Super Auto events Swap Meet & car Corral. Canfield Fairgrounds – 7265 Colum-baina Canfield Road. 330-477-8506

OKLAHOMA

Mar 19-21 OK, Norman. 2020 Norman All Transportation Swap Meet. Cleveland County Fairgrounds – 615 E. Robinson. 9am-6pm. Vend spaces pre-register \$35, Month prior show \$40. 405-651-7927, www.normanswapmeet.com, NormanSwapMeet@aol.com

May 6-9 OK, Chickasha. Chickasha Swap Meet. 712 East Choctaw Ave. 404-224-6552, chickashaauto@sbcglobal.net, www.chickashaautoswapmeet.com

PENNSYLVANIA

Apr 22-26 PA, Carlisle. Spring Carlisle. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

May 15-17 PA, Carlisle. Import & Performance Nationals. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

TEXAS

Apr 2-4 TX, Greenville. Greenville Swap Meet. Car Show & Corral Spaces \$30/\$35 before march 15, \$35/\$40 after. 903-454-8575, reg.gvlswpmt@yahoo.com, www.greenvilleswapmeet.com

May 1-2 TX, Nacona. Vicari 8th Annual Cruisin' Nocona. Downtown. Fri. 10am Cruise. Fri gates open at 11am, Sat. 8:30am. Register at 940-825-3525, www.nacona.org

VIRGINIA

Feb 27 – Mar 1 VA, Williamsburg. Pierce Arrow Society 2020 Winter Weekend. & Board Meeting. John Wozney 703-754-7413, sjwoz@netzero.net

WASHINGTON

Feb 16-17 WA, Puyallup. Tacoma Model

T Club's 54th Annual Early Bird Swap Meet. Washington State Fairgrounds & Expo Center. Charlie & Gloria Ostlund 253-863-6211. Email: charlie@earlybirdswap.org: www.earlybirdswap.org back to top

WISCONSIN

Feb 23 WI, West Bend. Wisconsin Chapter Model A For Club of America 55th Annual Greater Milwaukee Indoor Winter Swap Meet. Washington County Fairgrounds – 3000 Cty. Hwy. PV. 8am-2pm. www.wichaptermafca.com

Mar 1 WI, Milwaukee. Scale Auto Hobby and Toy Swap Meet. American Serb Hall, 5101 W Oklahoma Ave, 10am-2pm, model kits and die cast cars, misc toys. Unique Events Shows. 262-366-1314, unievents1@aol.com, www.uniqueeventsshows.com

Mar 8 WI, Milwaukee. The Brew City Advertising Show. American Serb Hall, 5101 W Oklahoma Ave, 10am-2pm, Old to New Beer Signs and other advertising. Unique Events Shows. 262-366-1314, unievents1@aol.com, www.uniqueeventsshows.com

Apr 19 WI, Waukesha. Mike Dunn's Milwaukee Miniature Motors Show. Waukesha Fair Grounds, 1000 North View Road Waukesha 10am-2pm, model kits and die cast cars, racing memorabilia & misc. toys. Unique Events Shows. 262-366-1314, unievents1@aol.com, www.uniqueeventsshows.com

Apr 24-26 WI, Jefferson. 43rd Annual Spring Jefferson Automotive Swap Meet & Car Show at Jefferson Co. Fair Park. Large Cars for sale Corral, now online. Car show (Sat. & Sun. only). Featuring Drag Cars all makes models welcome. Madison Classics, P.O. Box 7414, Madison Wi. 53707 or call 608 244-8416 or www.madisonclassics.com

Jul 29 – Aug 2 WI, Brookfield. National DeSoto Club Convention. Show Satur-

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Maurice 607-829-6268

CARS PARTS & CAR CORRAL
Milt 607-316-8146

GENERAL ANTIQUES
Sylvia 607-334-5038

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Milt 607-316-8146

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day, 9am-3pm at the southeast corner of Calhoun Road and North Avenue in Brookfield. www.desoto.org

August 1-2 WI, Elkhorn. 35th Annual Summer Elkhorn Automotive Swap Meet, Car for sale Corral and Two Day Car Show, Walworth Co Fairgrounds. Featuring Buicks, Pontiacs, Oldsmobiles, all makes models welcome. Madison Classics, P.O. Box 7414, Madison Wi. 53707 or call 608 244-8416 or www.madisonclassics.com

AUCTIONS

JANUARY

Jan 21-26 NV, Las Vegas. 29th Annual Vintage & Antique Motorcycle Auction. www.mecum.com, 262-275-5050

FEBRUARY

Feb 6-8 WI, Tomah. Large Advertising Auction. Monroe County Fairgrounds – 1625 Butts Ave. Thurs. 2pm, Fri.-Sat. 9am. Glenn 715-299-2543, wisconsinjunk@yahoo.com, www.millersauctionco.com

Feb 7-9 NJ, Atlantic City. The Atlantic City Auctions. GPK Auctions, 856-573-6969, www.gpkauctions.com

Feb 14-16 FL, Miami. The Florida Public Collector Car Auction and Show. Ft. Lauderdale Beach. Miami-Dade County Fair & Exposition -112th & Coral Way. Dave Rupp Collector Car Auction. Georgia 561-779-0302, Dave 561-379-3937, georgia@ftlauderdaleauction.com, www.ftlauderdaleauction.com

Feb 21-22 FL, Lakeland. Carlisle Events Winter AutoFest Auction. Sun 'n' FUN Campus. www.carlisleauctions.com

Feb 21-23 CA, Palm Springs. McCormick's Palm Springs Collector Car Auction. Palm Springs Convention Center – 277 N. Avenida Caballeros. www.classic-carauction.com

Feb 21-23 FL, Lakeland. Lakeland Collector Car Auction. 717-243-7855, www.carlisleevents.com

Feb. 27-29 NC, Greensboro. GAA Classic Cars at the Palace. 855-862-2257 www.gaaclassiccars.com

MARCH

Mar 4-6 FL, Amelia Island. Russo and Steele Amelia Island Auction. 602-252-2697 www.russoandsteele.com

Mar 5 FL, Amelia Island. Bonhams's Amelia Island Auction. www.bonhams.com

Mar 6 FL, Amelia Island. Gooding & Co. Amelia Island Auction. 310-899-1960 www.goodingco.com

Mar 6-7 FL, Amelia Island. RM Sotheby's Amelia Island Auction. 519-352-4575. www.rmsothebys.com/

Mar 11-14 AZ, Glendale. Mecum Glendale Auction. Mecum 262-275-5050, infonet@mecum.com, www.mecum.com

Mar 20-21 FL, Punta Gorda. The Gulf Coast Classic. Premier Auction Group. www.premierauctiongroup.com. 844-593-7355

Mar 28 TN, Nashville. 51st Semi-Annual

Music City Classic Collector Car Auction. George Eber 615-496-2277. www.southernclassicauctions.com

APRIL

Apr 2-4 TX, Houston. Mecum Houston Auction. 262-275-5050, infonet@mecum.com, www.mecum.com

Apr 16-18 FL, West Palm Beach. Barrett-Jackson Palm Beach Auction. 480-421-6694. www.barrett-jackson.com

Apr 17-18 MS, Biloxi. Vicari Crawfish Music Festival Collector Car Auction. Mississippi Coast Coliseum & Convention Center. Gates open Fri. & Sat. 8:30am. Admission \$15, under 10 free. 504-264-2277, www.vicariauction.com

Apr 17-19 MO, Branson. The Branson Auction. 800-335-3063. www.bran-sonauction.com

Apr 23-24 PA, Carlisle. Spring Carlisle Collector Car Auction. Carlisle Fairgrounds. 717-243-7855, www.carlisleevents.com

MAY

May 1-2 MN, Winona. SG Auctions. 3560 Service Drive. 507-498-9000, www.sgauction.net

May 2 TX, Nacona. Vicari 8th Annual Cruisin' Nocona Auction. Downtown. Fri. 10am Cruise. Fri gates open at 11am, Sat. 8:30am. 504-264-2277, www.vicariauction.com

May 8 WI, Wautoma. W. Yoder Auctions Classic & Sports Car Auction. N2475 13 th Gateway

May 12-17 IN, Indianapolis. Mecum Indy. 262-275-5050, infonet@mecum.com,

May 30 MN, Independence. Marple Collection, collector cars, parts, real estate. 7949 Cnty Rd 11, Independence, MN. 507-673-2517, 605-201-7005. www.vanderbrinkauctions.com

JUNE

June 4-6 OK, Tulsa. Leake Auctions Tulsa Auction. www.leakecar.com. 602-442-3380

Jun 12-13 OR, Portland. Mecum Portland Auction. 262-275-5050, infonet@mecum.com,

Jun 22 IA, Terril. Antique Vehicles from every decade since 1937. 712-338-2160 <https://www.facebook.com/nattress.auctions/> Click on Sale Bill to view photo gallery.

Jun 24-27 CT, Uncasville. Barrett-Jackson Northeast Auction. 480-421-6694. www.barrett-jackson.com.

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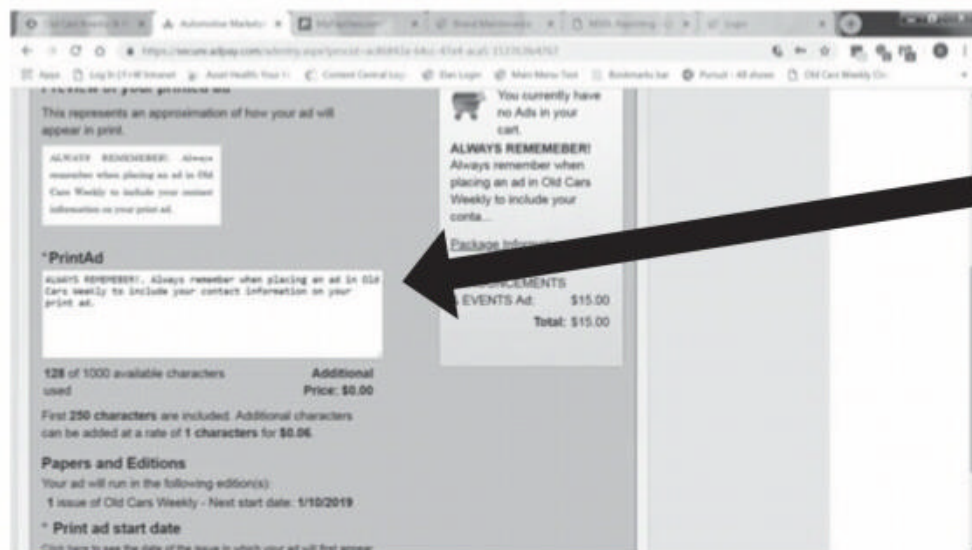
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9040 ANNOUNCEMENTS & EVENTS

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9070 BOOKS & LITERATURE FOR SALE

BOOKS FOR SALE. 1975-1999 Olds. Shop manuals, parts books, tech bull, service guild, binders, sales lit, Fisher body books, nice truck load. Sell all \$325 offer. Rod 815-478-3633. FWC18133613

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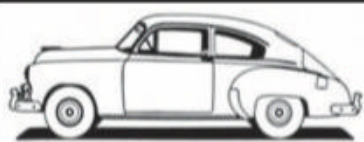
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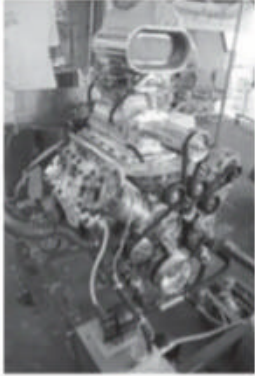
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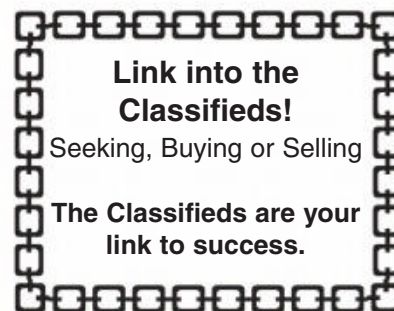


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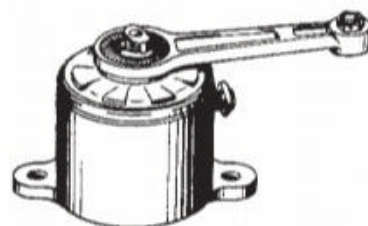
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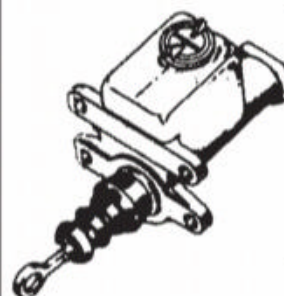
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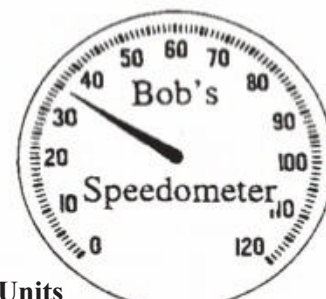
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WANTED: BMW 502,503,507,327,328, Isetta, top dollar paid; in any condition, serious buyer; will pick up from anywhere in the USA, please call. Alex Manos, 877-356-2365, CA; email: continental5000@gmail.com FWC11431311

WANTED: BUGATTI from 1900 to 1957, any model, any condition, top dollars paid. We will pick up anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail:PeterKumar@Gullwing-MotorCars.com 3970666

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WANTED: DETOMASO, any year, Pantera, any condition, top prices paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@Gullwing-MotorCars.com 3970673

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WANTED: EXCALIBUR, any model, any condition, top dollars paid. We will pick up from anywhere in USA. Please call Peter Kumar, 1-800-452-9910. E-mail:PeterKumar@GullwingMotorCars.com 3970678

WANTED: FERRARI 246, 250, 275, 330 365 Series, top price paid, any Ferrari from 1950 to 2006, any condition, will pick up from anywhere in the USA, please call. Alex Manos, 877-912-0007, CA; Email: continental5000@gmail.com FWC8039533

WANTED: FERRARI- 246, 250, 275, 330, 365 Series, all Ferrari s from 1950 to 2005, any condition, top price paid. We will pick up from anywhere in the USA. Please call Peter Kumar, 1-800-452-9910. E-mail: PeterKumar@GullwingMotorCars.com 3970671

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BLANKET**



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\$19.99
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99¢
\$1.99

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97080 shown

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95275 shown

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69955/64284
42292 shown

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56668/63094 shown

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1/2"	62431/63882/239

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Common OCW classified ad and auction abbreviations

AACA	Antique Automobile Club of American	Exec	Executive	Phae	Phaeton	T-top	T-Top Roof
ABS	(anti-lock brake system)	FBk	Fastback	P/S	Power Steering	T&C	Chrysler Town and Country
A/C	Air Conditioning	FHC	Fixed Head Coupe	PT	Power (Convertible) Top	Tonn	Tonneau
Anniv	Anniversary	FI	Fuel-Injected	PU	Pickup Truck	Trg	Touring
Auto	Auto Transmission	Fml	Formal	Pwr	Power	Turbo	Turbocharger(s)
Blk	Black	FWD	Front-wheel Drive	R/A or RA	Ram Air (e.g., Pontiac RAIII)	Twn	Town (as in Twn Sed)
Brgm	Brougham	GS	Buick Gran Sport	Rbt	Runabout	Utl	Utility
Brtz	Biarritz	GT	Grand Turismo (Grand Touring)	Rds	Roadster	Vic	Victoria
BT	Boattail	GW	Gull-Wing (doors)	Ret	Retractable	W	Window (e.g., Ford 3W Cpe)
Bus	Business (e.g., Bus Cpe)	HBk	Hatchback	RHD	Right Hand Drive	WW	Wire Wheels
Cabr	Cabriolet	HD	Heavy Duty	Riv	Riviera (Buick model)	Woodie	Wood-body car
Carb	Carburetor	HP	Horsepower	Rod	Street Rod/Hot Rod		
CC	Close-Coupled	HT	Hard Top	RPO	Regular Production Option		
CC	Crew Cab Pickup	Imp	Imperial	R/S	Rumbleseat		
Clb	Club (as in Clb Cpe/Clb Cab)	Inc	Incorrect	Saloon	British for sedan	1/2T	One-Half Ton Pickup
cid	Cubic Inch Displacement	Int	Interior	SBx	Short Box (bed)	1T	One Ton Pickup
Cpe	Coupe	IPC	Indy Pace Car	SCCA	Sports Car Club of America	2d	Two-door
COE	Cab-Over-Engine Trk	K	1,000 Miles (e.g., 46K miles)	S/C	Super-Charged	2P	Two Passenger
Coll	Collapsible (e.g., Semi-Coll)	KO	Knock-off Wheels	SE	Special Edition	2S	Two-Seat
Cont	Continental	Lan	Landau	Sed	Sedan	2V	Two-Barrel Carburetor
Conv	Convertible	Lan'let	Landaulet	Sev	Seville (Cadillac model)	2x4V	Two Four-Barrel Carbs
CS	Calif. Special (Mustang)	LBx	Long Box (pickup bed)	SMT(s)	Sidemount(s)	3x2V	Three Two-Barrel Carbs/Tri Power
Cst/10	Custom 10 (pickup)	LeB or Leb	LeBaron	Sednt	Sedanette	3W	Three Windows
Ctry	Country	LE	Limited Edition	Spds	Speedster	4d	Four-door
Cus	Custom	LHD	Left-Hand Drive	Spec or Spl	Special	4-Spd	Four Speed
DC	Dual-Cowl	Limo	Limousine	Spt	Sport	4V	Four Valve or 4 Barrel Carb
DeL	Deluxe	Ltd	Limited	Sq	Squire	4x4	4-wheel drive (not FWD)
deV	deVille	LWB	Long Wheelbase	S/R	Sunroof	6-cyl.	Six cylinder
DHC	Drop Head Coupe	Mk	Mark (I, II, III, etc.)	Sta Wag	Station Wagon	6-Pak	Chrysler 3x2V Carbs
Dly	Delivery	Mod(s)	Modified Vehicle	Std	Standard	6V	Six Volt
Edn	Edition	M/R	Moonroof	Sub	Suburban	8-cyl	Eight cylinder
EFI	Electronic Fuel Injection	NHP	Net Horsepower	SUV	Sport Utility Vehicle	8/9P	Eight or Nine Passenger
Eldo	Eldorado	O/D	Overdrive	S/W	Spit Window	12V	12 Volt
Encl	Enclosed	Opt	Option(s)	SWB	Short Wheelbase		
Eng	Engine	Orig	Original	T-bird	Thunderbird		
Est	Estate	P	Passenger (e.g., in 3P Cpe)				

OCW COMMUNITY



FACEBOOK FEEDBACK

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With the “Bullitt” Mustang selling, it got us thinking — If you could have any “movie” car in the world, what would it be?



Miles Deagle: A 1948 Tucker Torpedo from “Tucker a Man and His Dream.”



Justin Claywell: ‘58 Plymouth Fury from “Christine”



Izzy Nieves: That “Two Lane Blacktop” ’55 which was in “American Graffiti” also.



Patrick McKinney: Vanishing Point Challenger



James Creech: Griswald’s Truckster

Glen Hughes: The Oldsmobile from “Dirty Dancing.” I’d have the time of my life.

Steve Walker: ’73 Delta from Evil Dead/ Spider-man. (One of the most filmed cars ever!!!!)

William V. Stimpson: That would be “Eleanor” from “Gone in 60 seconds!”

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CAR OF THE WEEK

oldcarsweekly.com/car-of-the-week



Most likely it was both the beautiful styling as well as performance attracted young Robert Blake to his first Chrysler “Letter Car.” Who would have guessed that almost 50 years later, another Chrysler car would enter into his life? This time it was a highly sought-after 1960 Chrysler 300F convertible, 1 of 248 produced.

One thing great about being in car clubs are the friendships that are developed. The 300 Club International is a close-knit group of like-minded enthusiasts. The club assisted Robert, through his friendship with member Dave Clelland, in obtaining the 300F.

Visit www.oldcarsweekly.com to read more.

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1:18-Scale 1955 Willys Jeep Station Wagon

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Shown smaller than actual size of 10" long.

Skilled hand-painting replicates the look of the era's popular wood-bodied cars.



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Detailed F6-161 Hurricane engine beneath the opening hood.

Exact tooling makes this die cast a "must-have" for 1950s fans and vintage car collectors!

Soldiers returning from WWII sparked the beginning of the baby boom, a time when young families needed a safe, reliable car. Enter a new Jeep station wagon from Willys-Overland Motors! Well aware of the Willys Jeep's reliability, veterans quickly made it one of the most successful wagons to cruise down Main St., U.S.A.

Now Hamilton is proud to present the "1:18-Scale 1955 Willys Jeep Station Wagon," a collectible die cast tricked out with many features and period-accurate details!

- Rugged die-cast construction
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Only limited quantities of this feature-packed die cast are available! Reserve the "1:18-Scale 1955 Willys Jeep Station Wagon" for just three payments of \$33.33*. **Send no money now!** We'll bill your first payment prior to shipment. Our 365-Day Guarantee assures your satisfaction or your money back! Send in the attached coupon, and we'll set one aside in your name before this special offer drives off!

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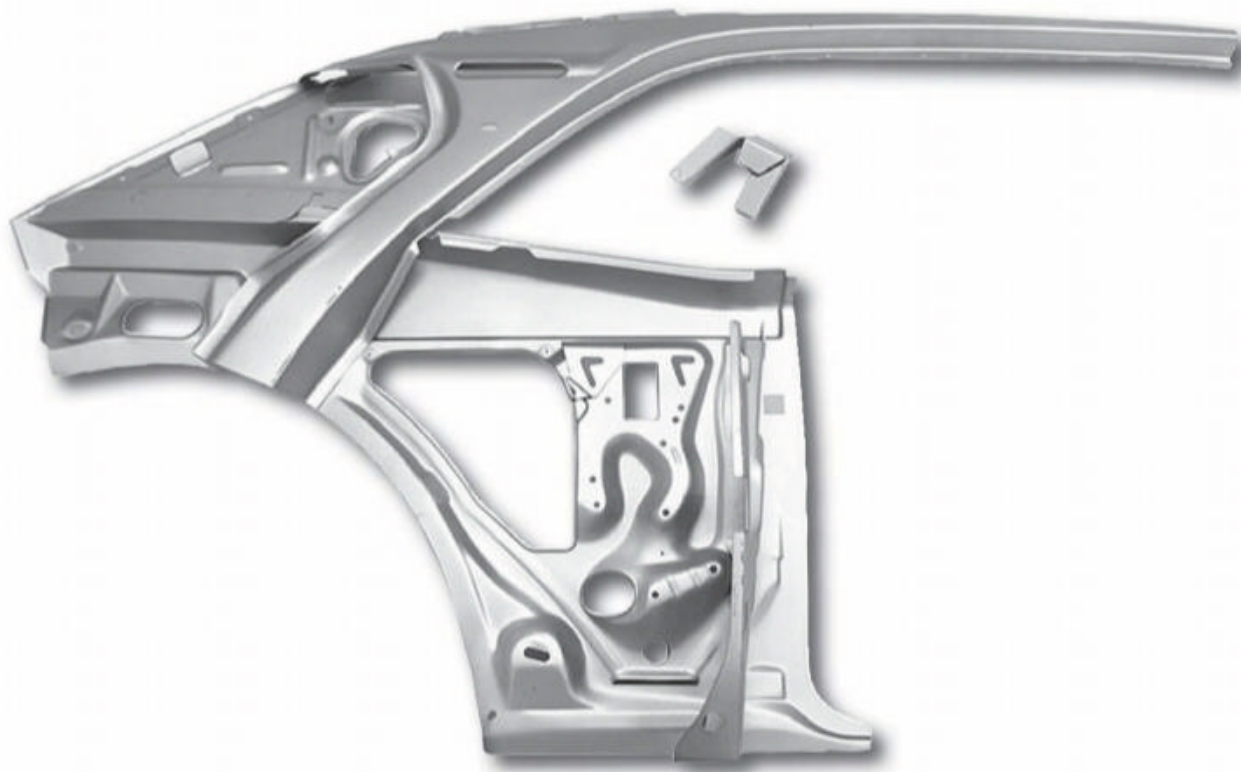
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Complete rear inner quarter panels for first-gen GM F-bodies

Two major structural components used in the assembly of Real Deal Steel's 1967-1969 Camaro and Firebird bodies are now available for use in repair and restoration projects.

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For more information, visit www.realdealsteel.com or call 407-585-1957.

AMSOIL Easy-Pack Lubricants

AMSOIL has expanded its easy-pack product offerings to include five new products previously only available in traditional plastic quart containers.

The following products are now available in the flexible easy-pack, joining Severe Gear 75W-90 Synthetic Gear Lube, Severe Gear 75W-140 Synthetic Gear Lube, Synthetic ATV/UTV Transmission & Differential Fluid and Synthetic Marine Gear Lube.

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- AMSOIL Signature Series Fuel-Efficient Synthetic Automatic Transmission Fluid
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- AMSOIL Severe Gear 75W-110 Synthetic Gear Lube
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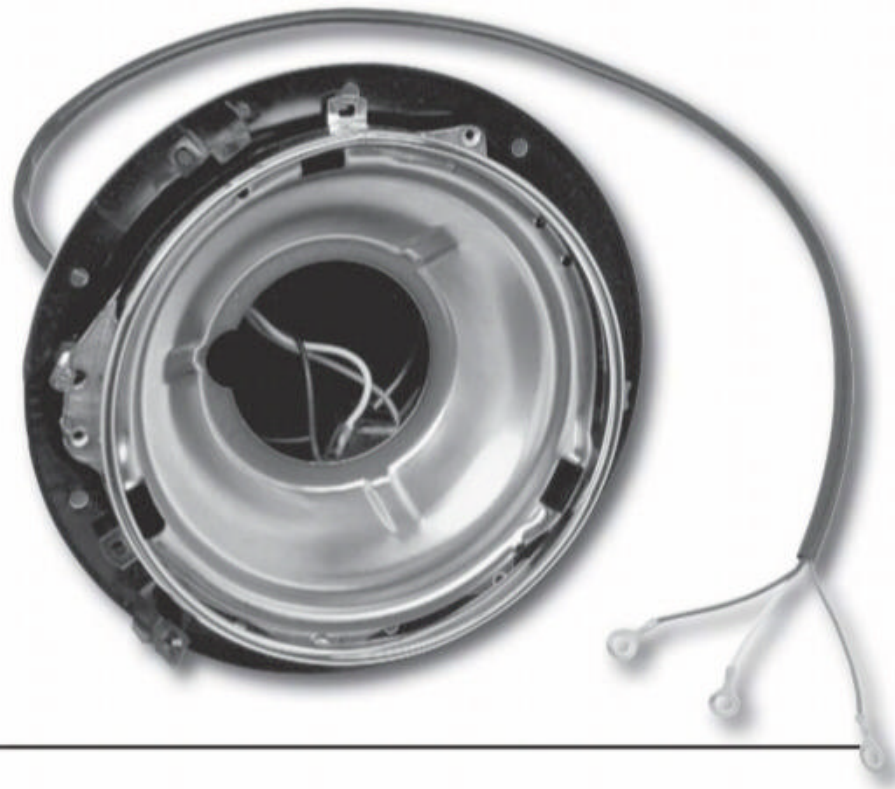
For more information, contact California Restoration Parts at 877-504-8124, or visit www.pontiacparts.net.



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Classic Industries released a new reproduction headlamp bucket assembly for 1955-57 Chevy/GMC Trucks. Each assembly is manufactured from quality materials and is designed to factory specifications. The assembly includes headlamp bucket, bulb retaining ring, wiring and retaining screws. The bulb is sold individually.

Classic Industries can be reached in the United States at 855-357-2787 (includes Alaska, and Hawaii) and internationally at 001-714-847-6887 (Canada and Puerto Rico). Visit Classic Industries online at www.classicindustries.com.



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Top off your 1971 to 1974 Dodge Charger with a brand new "Power Bulge" or "Ramcharger" steel hood from Auto Metal Direct.

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Meguiar's Quik Scratch Eraser Kit beats working finishes by hand to remove swirls, scuffs and scratches. This inclusive kit supplies you with everything needed to quickly remove light paint defects with very little effort using a standard drill.

The kit includes Meguiar's proprietary 4-in. Scratch Eraser Pad, Meguiar's ScratchX 2.0 Fine Scratch & Blemish Remover and a premium 16x16-in. microfiber towel.

Meguiar's Quik Scratch Eraser Kit has an MSRP of \$19.99 and can be found on store shelves in major automotive retailers, auto specialty stores and online merchants nationwide.

To learn more visit www.meguiars.com.





This restored 1936 Reo Speed Wagon carries a Wood dump body. It belongs to Gene Bertholf of Lock Sheldrake, N.Y.



Retired Reo Speed Wagon

Ransom Eli Olds thought his single-cylinder “curved dash” Oldsmobile was the ideal car for the middle class. However, his associates wanted to build more substantial automobiles, and they held a majority of stock.

So Olds left in January 1904, and by August 1904, he formed the Reo Motor Car Co., which was named using his initials although it was pronounced how it was spelled. Car production began in 1904 and trucks followed in 1906. In October 1910, the Reo Motor Truck Co. was formed as a sister business venture. The advertisement slogan was “Reo — Built for Business.” The trucks became known for their strength and durability.

Early Reo trucks used one- and two-cylinder engines. Four-bangers were offered from 1913 until the end of 1934.



In 1915, Reo was the first to equip its trucks with pneumatic tires as standard equipment. In the same year, the firm offered shaft drive, electric equipment and a self-starter. During this period, Reo made its own engines and other components when many trucks were assembled using many components from other companies.

The Reo Speed Wagon, also called the Hurry Up Wagon, was introduced in 1915 (the latter name did not stick). Top speed was 22 mph, although it was claimed to reach 40 mph. This was at a time when trucks could often go no faster than 15 mph. Initially, the Speed Wagon was a 3/4-ton, but the series was expanded to include vehicles up to 3 tons. Speed Wagons were built into fire trucks, tow trucks, dumpsters, delivery vehicles, buses, hearses and ambulances. A 1/2-ton Junior Speed Wagon was available from 1928 to 1931 and it looked like Reo's Wolverine car.

Reo truck production peaked at 23,509 in 1928. The nearly indestructible Gold Crown six-cylinder engine,

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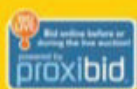
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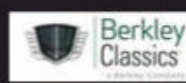
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featuring a chrome-nickel block, was unveiled in 1929. It was employed for the most demanding tasks. Two- and three-axle frames were available in the 1930s and a semi-streamlined style debuted in 1935.

In 1933, Reo built 3,042 trucks compared to 2,623 cars. The Reo board decided that automobiles were a losing proposition for the company and decid-

ed to concentrate on truck production; car production ceased in 1936. Ransom Olds preferred cars to trucks and retired in 1934, shortly after the board determined automobile production would end. He was 70.

A rare Reo survivor

Gene Bertholf of Lock Sheldrake, N.Y., owns the pictured 1936 Reo Speed

Wagon dumpster.

"My father (Raymond) bought the truck in May of 1972 from the original owner. It was in excellent condition," he said. As a Reo ad stated, "Get a truck with a tough motor. Get one that's designed to stand up under merciless pounding, day-in-and-day-out. Get a 1936 Reo." That proved true for the first owner and then the Bertholfs.

"It needed new paint. My father had it repainted, keeping with the original colors. The exterior is a gray cab with red stripe around it, red dump body with black fenders, grille and bumpers."

"The motor is an L-head, 73-hp 228-cid, 6-cylinder Gold Crown engine," Bertholf said.

The previously cited ad further stated, "Drivers prefer the new Reo Gold Crown and Silver Crown truck engines. They know that these sturdy, responsive motors will 'take it' without grumbling." The Silver Crown had a silver-painted head unit. It was a 70-hp, 209-cid, 6-cylinder.

Bertholf pointed out that his Reo dumpster has "one wiper and a flip-out windshield. Also, [it has] a hand crank for starting if the battery is low."

The Reo also has one round dial that houses the oil, fuel, temp and amp gauges. In the center of the dial is the speedometer. "There is no adjustable seat and the small cab has very limited leg room," Bertholf said, adding there is no heater in the truck.

Bertholf also said his Reo has an extra-sturdy 7-inch-deep frame; a four-by-the-knee Reo-built manual transmission; and a full-floating rear axle. He said the steering is hard, "however, once you get moving, it isn't too bad."

Bertholf particularly likes the Gar Wood hydraulic dump body, which was named for its inventor. Wood's invention came about after he saw a truck driver unloading 5 tons of coal using a hand crank to make the coal slide out of the dump body. It was a backbreaking 30-minute ordeal. Wood's invention was a mechanical device for dumping out loads that was so much easier and so successful that 90 percent of the truck makers listed Wood bodies as standard equipment.

These days, Bertholf's 1936 Reo dumpster's coal-hauling days are over. Instead, Bertholf is babying his 1936 Reo Speed Wagon dumpster, just like his father before him and the original owner before them.

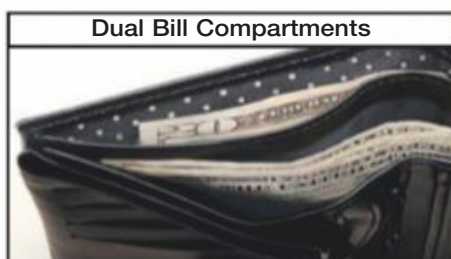
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